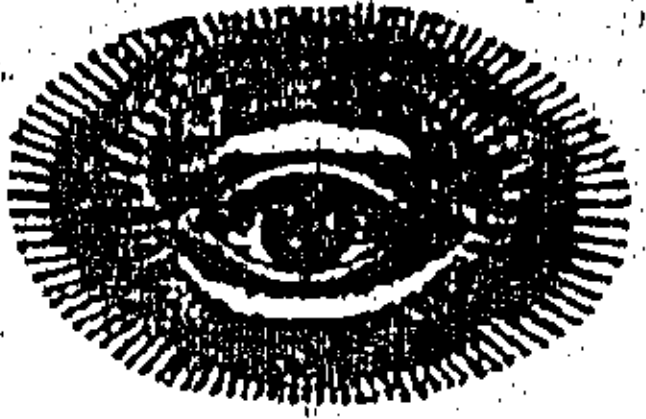


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MANY BIG DEMONSTRATIONS.

IN HONOUR OF LATE SUN YAT SEN.

MUCH IMPROVED SITUATION AT WUHU.

MRS. BORODIN: LATEST.

News from the Yangtze zone indicates that many demonstrations have been arranged for to-day in celebration of the anniversary of the death of Sun Yat-sen. At Hankow, Kiukiang, Ichang and Wuhu big demonstrations are expected.

There is a much improved situation at Wuhu, business being resumed on Thursday. There have been no further anti-foreign or anti-British demonstrations, and the Chinese authorities have taken action against looters. At Ichang, the Labour Unions have modified their demands arising out of the s.s. Tungwo incident.

A telegram from Peking reports that Mrs. Borodin is still being held at Tsinan, but that she is being treated more like an honoured guest than a prisoner.

There is much Chinese troop movement reported from various centres.

WUHU, Mar. 11.

Business was resumed in Wuhu yesterday, but the Customs House re-opened only temporarily.

No anti-foreign or anti-British demonstrations or agitation is now in evidence.

The local Chinese authorities have taken action against the looters.

Demonstrations in memory of Sun Yat-sen are being held to-morrow.

Anhui troops are being replaced by Southerners, and the Fourth Army has been sent to the north bank of the river. Chen Tiao-yung has left for Kiukiang.—*Naval Wireless.*

ICHANG UNIONS.

Demands Now Modified.

Ichang, Mar. 11.

The Labour Unions have now answered the letter arising out of the Tungwo incident, and they have modified their demands. Large demonstrations in memory of Sun Yat-sen are arranged to take place to-morrow.

The situation generally is unchanged.—*Naval Wireless.*

KUOMINTANG SPLIT.

Extremists in Control.

Hankow, Mar. 11.

The split between the Moderates and Extremists of the Kuomintang Party is confirmed, the Extremists being in control.

A holiday has been called for to-morrow in memory of Sun Yat-sen and demonstrations are likely to take place.

Troop movement down river continues.—*Naval Wireless.*

TROOP MOVEMENTS.

Much Activity Reported.

Kiukiang, Mar. 11.

Troop movement on a large scale continues. A Sun Yat-sen memorial demonstration is being held to-morrow.—*Naval Wireless.*

Nanking, Mar. 11.
Shantung troops and further military stores are still crossing the river from Pukow.—*Naval Wireless.*

MRS BORODIN.

Being Well Treated.

Peking, March 11.

The Foreign Affairs Commission at Tsinan has wired to the Foreign Office stating that Madame Borodin and the three Russian diplomatic couriers are all well-treated there.

Foreign messages from Tsinan declare that the lady is treated more like a distinguished guest than a prisoner.—*Reuter.*

Soviet Threat.

Shanghai, March 11.

A second strongly worded note of the Soviet Government warns the Peking Government that the violation of the safety of the couriers seized on the Panint Lenina will compel the Soviet Government to take exceptional measures.—*Reuter.*

BORODIN SCHEME.

PROPAGANDA TRAINS DEvised.

AN ELABORATE PLAN.

Moscow's dominance over the Cantonese revolutionary movement is notoriously manifest in many ways, says Sir Percival Phillips, the special correspondent of the *Daily Mail* in Hankow. Fresh proof is constantly coming to light. The latest is the organisation of "propaganda trains" intended to rouse the ignorant farmers and villagers, as was done by the Bolshevik machine in Russia. The Russian "travelling circus," as it was irreverently called, presented Bolshevik propaganda by means of enormous posters, placards, maps, and simply worded sentences. These were displayed both inside and outside the carriages, and were elucidated by the corps of skillful lecturers that accompanied each train.

Details of Trains.

Jacob Borodin, the Lettish Jew behind the Canton Government, has drawn up plans for two Chinese propaganda trains which will copy the Russian trains in every particular. The new Minister of Communications, Sun Fo (son of the late Sun Yat-sen and one of the most extreme Bolsheviks of the Government), has transmitted specifications for their assembly to the railway construction staff at Hankow.

It will be noticed that, as in Russia, the leaders will live in the greatest comfort, while their subordinates will be lodged less luxuriously.

The trains are to be composed as follows:

Saloon car for six to ten persons. With kitchen and sleeping berths. Secretaries' car, for writing desks and sleeping berths. Books car. With chests, tables, and bookshelves for book, drawings, tables, etc.

Exhibition car. For hanging drawings, such as railway plan, economic maps, and tables and charts, these to show the comparison between force and influence in Imperialistic countries, and the poverty and exhaustion of China. 100,000 photographs of the late Kuomintang leader (Sun Yat-sen) to be ready for distribution here.

Photographic car. To be equipped with cameras, dark room, enlarging apparatus, racks for plate, and printing materials.

Pamphlets Output.

Printing car. To be equipped with presses, type, paper, for publishing small pamphlets, 500,000 of which to be issued.

Wireless car. To be completely equipped for keeping in communication with Wuchang. Also to be used, if necessary, for setting type.

Two cars for bodyguards, to accommodate a total of 100 persons. One car for miscellaneous purposes.

The exterior of the train is to be decorated as follows: Locomotives to be painted black, all other cars in deep blue. (Red was originally decided on.)

Outside the various carriages, coloured pictures and slogans to be painted.

Depicting Battles.

Each car will carry its own particular propagandist scenic display. The exterior of the saloon car will depict battles between militarism and democracy. On the secretaries' car will be shown comparisons between the powerful Cantonese army and its weak Northern rivals, with portraits of Southern generals.

Four cars will deal pictorially with the work of four Ministerial departments, embracing a grandiose scheme of railway development, a panorama of prosperity under the new financial regime, a pleasing illustration of the "reformed" legal system, and pictorial comparisons between the "old servile" attitude of China towards foreign Powers and her present "revolutionary independence" as interpreted by the Foreign Office.

One train will be run north from Hankow over the Peking line and the other south over the uncompleted Canton line, which terminates some miles below Chang-sha.

These railways, in which foreign capital is heavily invested,

TROUBLE ON CANTON STEAMER.

ANTI-BRITISH POSTERS ON "FATSHAN."

POLICE TAKE ACTION.

For some time past there have been complaints of anti-British posters being exhibited on British river steamers plying between Hongkong and Canton, these being displayed in connection with propaganda by the Canton Seamen's Union. The local authorities have, however, refrained from action until this morning, when police visiting the s.s. Fatshan, just before she was due to sail, found occasion to interfere.

The attitude of the Government is to prohibit the display of such posters in public places on steamers, but not to interfere with any placards in the native crews' quarters.

This morning, just before eight o'clock, a party of police, under Chief Detective Inspector Murphy, visited the Fatshan and they found some half dozen placards posted outside the saloon cabins. Two of these, being the most violently anti-British, were removed, but the remainder were left untouched.

Following the removal of the posters, the Chinese crew gave signs of dissatisfaction and they refused to let the ship sail at the appointed hour of eight o'clock. They held a meeting in the crew's quarters, and this was still in being when our representative visited the Steamboat Company's wharf at about 10.15 a.m., at which time the Fatshan had not left port.

Police officers were still on the wharf when our representative left, and the situation was distinctly tense.

At 11.20 a.m. the seamen's meeting was still in progress and the Hon. Mr. E. R. Halifax (Secretary for Chinese Affairs) and the Hon. Mr. E. D. C. Wolfe (Captain Superintendent of Police) had arrived on the scene.

SNATCHER CAUGHT.

PORTUGUESE LADY ROBBED.

When Miss G. Roza, residing at No. 7, Ladder Street, near Caine Road, was walking along Caine Road towards the Cathedral yesterday with her father, a Chinese who was approaching pushed her on the shoulder and snatched a pendant from her and ran away. Miss Roza gave chase shouting "Thief!" and the man was caught by a Sanitary Inspector.

On being searched, the pendant was found in the man's pocket and he was arrested at the Central Police Court, before Major C. Wilson, the man was charged with snatching, and admitted the offence.

Detective Sgt. Macdonald said there was a previous conviction.

His Worship sentenced the defendant to three months' hard labour and twelve strokes with the birch.

THE VOLUNTEERS.

LATEST PROMOTIONS.

His Excellency the Governor has made the following promotions and appointments in the Hongkong Volunteer Defence Corps:

Second Lieutenant K. S. Morrison to be Lieutenant, with effect from the 8th March, 1927.

Second Lieutenant J. N. Owen to be Lieutenant, with effect from the 8th March, 1927.

Second Lieutenant R. R. Davies, M.C., M.M., to be Lieutenant, with effect from the 8th March, 1927.

Lance-Sergeant S. Jarvis, M.C., to be Second Lieutenant, with effect from the 11th March, 1927.

have suffered severely in Nationalist hands. Their earning capacity is practically nil, rolling stock has steadily depreciated, and the number of available trains has been cut down as the supply of efficient locomotives has decreased.

HANKOW PARADE.

BIGGEST SPECTACLE SEEN.

A REVOLVER INCIDENT.

Positively the greatest and most spectacular lantern procession ever held in the Wuhan cities, was witnessed here last night (says the *Hankow Herald* of the 1st inst.) when the labour unions, under the direction of the local Kuomintang authorities, carried out another big programme of celebration. Magnificent lanterns, some of which were shipped from Canton, were exhibited. Led by musical bands, the paraders marched through all main streets of the City, being welcomed everywhere with wild cheers and firecrackers. The lanterns carried by members of the Native Bank Employees Unions and the Silk Shop Employees Union were among the most beautiful seen at the procession.

Up to a late hour, the streets leading to the Headquarters of the General Labour Union and those in the vicinity of the Telephone and Telegraph Administrations were filled with monster crowds of people. Pickets were sent out to assist the police to maintain order.

Unnecessary Feature.

One feature of the parades could have been very well omitted. This was the section in which children and live birds were carried, swinging high in the air, suffering from their immobility and manner of being bound. One child fainted and became unconscious from the exposure directly outside the *Herald* office, and had to be taken down.

The children were gaudily dressed, faces painted, and trussed up high on iron struts. They probably enjoyed it for a few moments, but being bound so stationary, and being carried for hours through the streets on a cold February afternoon, became tortured, and the little tots were, most of them, crying as they were being carried through the streets.

The birds, mostly ducks, had their legs bound tightly to a wooden framework fastened about the children, so that they could only move their heads. It was extremely cruel, and this section of parade should most certainly be abolished in future.

The One-Hour Strike.

From ten o'clock to eleven o'clock in the morning, all local workers laid down their tools and all coolies suspended their work in accordance with the one-hour strike order issued by the National Labour Union.

The strike was called in protest against the concentration of British troops in Shanghai and against Sun Chuan-fang. Whistles at the various local factories were blown, to signify the commencement of the strike. During the strike period, lecturers appeared on the streets addressing the crowds and pickets were sent out to help preventing incidents.

No rickshaws, carriages and motor cars were to be seen running and all shops had to close their doors. Telephone and telegraph services were not available and both water, electric lights and power were shut off.

Several minor incidents occurred in the Concessions, which inconvenienced a number of people. They were not, however, of a serious nature. At the Press Packing Company the women workers held a mass meeting and started some agitation.

Trouble at Gordon & Company.

At about noon, following the one-hour strike, trouble occurred at the Gordon & Company. The employees made demands on the firm and attempted to force the management to sign an agreement. According to the police authorities, the Chinese workers complained that the foreigner of the Company attempted to draw out a revolver to threaten the crowd. Police officers were sent to the Company and quelled the disturbance.

A revolver, according to the Chinese police in the British Concession, was found in the foreigner's pocket and was immediately seized. The Chinese authorities are still detaining the revolver and it is understood that the matter will be referred to both the Foreign Office and the British Consul-General. The police stated that the foreigner denied having any intention to use his pistol although it was in his pocket while he was negotiating with the workers.

Bulls and Innors

From the Office Butts.

The new "World Almanac" (American) contains about every sort of information except where to buy good grain alcohol.

The trouble with some of our local *jeunes filles* is that their manners, like their hair, are shingled.

A soldier on the Ferry the other night was heard to advise his chum to give up intoxicants and drink beer instead.

"Curious Reader"—With regard to Auntie Caustic, we have no idea what her aura looks like but are fairly familiar with her general appearance.

To be a successful prophet in Hongkong one requires to be just a little over ten weeks behind the times.

That reminds us: What has become of the Bok peace plan?

Several Kowloon gentlemen, in view of the milder weather, have already gone into training for the Colony's clout-casting champion-ship.

The Chinese lad who swallowed a ten cent piece last Wednesday morning was successfully operated on, the following day. Scottish papers please copy.

Man is a rational animal and knows he cannot live by race-consciousness alone. Will local budding bookies please note?

It is suggested that a Lyre Club be formed in Hongkong among those people who, after having been introduced umpteenth times, sweetly purr whenever they meet you again, "I don't think we've met before, have we?"

Our star newsboy before he could enter one of our local camps was driven to disguise himself as a tactical problem based on one of the Egyptian wars.

Doctors say that influenza can be avoided by talking into your handkerchief. The same effect can, of course, be obtained by talking through one's hat.

Auntie Caustic says that sometimes a fool makes a better friend than the man who knows too much.

About the only establishments which make money without advertising is the mint and the undertaker.

McWhirter, he says that many a man's independence is often a merely contrivance.

The Hongkong Dance Club is arranging for the services of a manipulative surgeon to be present at local balls to attend any dancers who may injure themselves while doing the Charleston.

There is no truth in the story that the alleged echo in the Hongkong Radio Society's broadcasting room is due to bronchial affection in one of the tubes.

While on the subject, we beg to announce that among the items to be broadcasted next week, is a lecture on "Personality and Glands" with mechanical effects.

This week's sub-title:—"He was so mean that he used to bite himself in his sleep."

In Los Angeles a man named Bird was given five years' imprisonment for embezzlement. He tried to feather his nest.

Maybe it's because our soldier lads are not afraid of powder that they make such a hit with the ladies.

Knowing the sex as we do, we'd hate to contradict, let alone imprison, Mrs. Borodin.

Auntie Caustic says that while it is true that you can't stop the flight of time, yet she's heard of men in a Club bar who can stop for hours.

A skull was found in the New Territory the other day and upon close inspection it was found that the lower jaw was somewhat worn. The curator of the City Hall museum has declared the skull to be that of a female.

In the New Territories there is at present a Sgt.-Major named Tuesday. He probably makes money like the deuce.

Gardeping Note:—Already the nullah-side is dotted with clusters of upadiddle and old man's foot, and the curious may find in crannies of old walls the lovely bedoxia, with its trailing stamen and its inverted corolla.

A stray bat from the belfry:—"Why doesn't some-one invent bagless pants for lawn bowlers?"

Talking of rationalism, McWhirter says the fact that you cannot serve God and Mammon doesn't seem to make it necessary for Mammon to advertise for help.

The Hongkong Theosophical Bureau states that "a wave of pessimism always accompanies the birth of great truths." The same may be said of twins.

A stray bat from the belfry:—Why not provide May Road passengers with steel jackets and then fix powerful magnets in these new Peck train cars?

What Hongkong needs on muddy days would appear to be either black stockings or non-slippery motor tyres.

Lots of our flappers now dress to the height of fashion.

A photograph can now be sent by wireless, but there's still a fortune awaiting the man who can devise a method to make people look natural whilst it's being taken.

There's a new town in the United States called Bowles. We suggest they re-name Charleston, making it Knock-Knees.

It would seem that the Soviet doesn't approve of Chinese commandeering ships—when they're not British.

Married couples' meals are often made up of scraps.

Judging from some of the specimens we've seen about the streets, there are extremes even in extremities.

McWhirter, he says when a man is allotted one hook in the wardrobe, he's married.

Hongkong's health returns seem to belie their name just at present.

There's a suggestion now being made that Shakespeare was really an Italian. Before we know it, they'll be expecting us to sing "The Spaghetti of Old England."

Lots of Kowloon people were in their natural element on Tuesday.

Some of these Labour Unions are anything—but friendly societies.

"Sailors Nor Red," says newspaper heading. No, they're blue-jackets.

It's reported that the strike of Canton drug store workers has been settled. But we expect there's a fly in the ointment somewhere.

"Lawyer Walks Out" stated a headline in the *Post*. This referred to court, however, as distinct from courting.

Another heading which stated "Borah Talks" indicated that he had at last broken his two minutes' silence.

At the *Endive* the Flower Show, the band might have played with *Celerity*, *Freecia* Jolly Good Fellow.

We notice that somebody wants to buy a second-hand A. J. S. combination. McWhirter, when asked, said he didn't know that make. He prefers B.D.V.'s.

Hongkong expert:—"Shall we dance this 'Black Bottom'?" She—"No, let's go in the gymnasium and swing Indian clubs for a while. I want to rest."

Chinese armed burglars in Canton broke into a hotel and robbed everyone, including the waiters. There is evidently no honour among bandits.



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SHANGHAI. HONGKONG.

M. Y. SAN CASE.

DAMAGE CHARGE PROVED.

Considerable amusement was caused at the Central Magistracy yesterday afternoon when a Chinese interpreter of the Detective Office was called to explain the Chinese phrase *gan chi* (be careful), which was alleged to have been used by an ex-employee of the M. Y. San Co. Ltd. as a threat to one of the men to cease work.

The case was the continuation of the charges of maliciously damaging a biscuit machine in the M. Y. San Factory, one of the three remaining defendants being further charged on two counts of intimidation.

Mr. E.S.C. Brooks appeared for the prosecution on the charges of malicious damage to the machinery, while Mr. Leo d'Almada represented the first defendant.

On the request of Mr. d'Almada, who appeared in the case for the first time yesterday, the Manager of the M. Y. San branch in Wanchai was recalled. In reply to a question he stated that he was not aware who were actually responsible for the dismantling of the machine.

The foreman, who was originally the sixth defendant, since discharged, was called by the Magistrate (Mr. R. E. Lindsell). His Worship said that at the previous hearing he directed that the defendant be called in view of the statements made by the other defendants.

Foreman's Evidence.

Answering the Bench, witness said that he was in charge of the machine that had been dismantled. It had not been in use since October last. The factory closed for the Chinese New Year holidays on January 29, but witness was unable to state whether the machine was then in perfect order.

His Worship: Wasn't it obvious that on February 24, when you saw it, it had been dismantled?—I did not notice it.

I do not know what you are talking about, because prior to the reopening of the factory you and your folks recovered some of the missing parts?—I did not know that there were other parts missing.

When did you notice that this machine had been dismantled?—On February 24.

After being pressed as regards the dates, the witness stated that it was actually on February 22, when the missing parts were recovered, that he was aware of the damage.

Questioned further, witness said that he and another confectioner were the sole possessors of keys to the factory. He himself had been on the premises every day since February 4.

His Worship: Can you offer any explanation how anybody got into the factory and dismantled the machine?—I do not know how they were dismantled.

Witness thought that the machine must have been dismantled prior to the holidays. He had not heard of the rumour that the old employees were to be dismissed. He had been told that a number of men from the Sincere Company in Canton were being engaged at the factory, but this was denied by the manager.

Irrelevant Questions.

The witness denied that he had anything whatever to do with the dismantling of the machine.

Mr. Brooks, cross-examining the witness, asked a number of questions regarding his present livelihood and that of the three defendants, to which his Worship said that he could not see the materiality of the questions.

Mr. Brooks replied that it was suggested there was probably some outside influence instigating the defendants to dismantle the machines.

FRENCH FINANCE.

HOPEFUL FUTURE.

Paris, March 11.
Le Matin recalling M. Poincaré's financial achievements, reports that the Governor of the Bank of France has stated that France's future could be looked forward to confidently.—Havas.

His Worship: Who do you suggest are paying these men to do it? Has the Company rivals?

Mr. Brooks said that there was no foundation for his suggestions and preferred not to disclose anything on the matter.

His Worship told the witness that the second and third defendants had frankly admitted that they had dismantled the machine, and asked if he could explain why they had done so. Witness said that it was probable the men had a spite against him for his occasional reprimands as foreman.

His Worship said that there was no evidence against the first defendant, whom he discharged, but the other two were each convicted and fined \$50 with the alternative of four weeks' hard labour.

Intimidation.

The charges of intimidation against the first defendant were then proceeded with. Sergeant Rozewsky, prosecuting, informed the Bench that the complainant in the first of the charges had disappeared and he had no evidence to offer on that count.

Giving evidence on the second charge, a biscuit maker spoke of having returned to work after the holidays. On February 26, the defendant and another man paid him a visit at his house. The man not in custody told witness that all the other workmen had not returned, and that he should also cease.

Witness replied that he was a married man and had no money to support his wife and family.

The defendant then interposed and said that he had better be careful.

Mr. d'Almada submitted, when asked if he wished to cross-examine the witness, that there was no evidence against his client. The phrase used did not imply a threat. It might have conveyed to the witness that he would lose his work or anything. The defendant had taken no part in the conversation except that he told the witness to be careful. He did not think that any sensible man would take those words as a threat.

His Worship adjourned the case for five minutes for the chief detective interpreter to explain the meaning of the Chinese term *gan chi*.

Interpreter's Difficulty.

The interpreter said that the words meant "look out" or "be careful." On his Worship explaining the circumstances under which they were used, witness said that the person implied something bad.

The words do not necessarily imply a threat, and when asked if he could give an instance where the words did not imply a threat, witness showed a complete misunderstanding of what was required of him and after nearly fifteen minutes, his Worship abandoned all attempts to elicit a satisfactory reply.

His Worship then appealed to the Court interpreter, who gave the necessary information.

Mr. d'Almada again submitted that the phrase might even be a fatherly advice.

His Worship then asked if the words used in Court were the same words told to the Police when the defendant was charged, and Sergeant Rozewsky replied that the witness told him the threat was "Sui sum."

His Worship (to Court interpreter): That is less a threat than "Yan chi."

Court Interpreter: Yes, your Worship.

The defendant was discharged.

THE LATE MR. W. KNIGHT.

LARGE GATHERING AT FUNERAL.

The funeral of the late Mr. W. Knight, acting Senior Revenue Inspector, took place yesterday afternoon, interment being in the Protestant Cemetery. There was a very large gathering of colleagues and friends at the graveside.

The gun-carriage was drawn by Revenue Officers and the pipe band of the K.O.S.B. was in attendance. The Reverend G. T. Waldegrave officiated at the graveside and the firing party was from the K.O.S.B. The whole of the Chinese Revenue Staff was present.

The chief mourners were deceased's wife and brother who were both at the graveside.

The coffin was borne by the following brother officers from the Revenue department: Messrs. Grimmit, Lannigan, Ward, O'Neill, Warden and Powell.

The Wreaths

Many wreaths were laid upon the grave including those from his loving wife, his loving mother, his loving brother, from George and Margaret and little Austen, Eva and Gus and Peter and Peggy, Pa, Ma and Mina.

Wreaths also were sent by Mr. and Mrs. W. Glendenning, Kathleen and Peggy Glendenning, Nutty and Mrs. Powell, Mr. and Mrs. B. Thorp, Mr. and Mrs. C. E. Frith, Mr. and Mrs. H. A. Taylor, Mr. and Mrs. T. Bolt, Mr. and Mrs. J. Clark, Mr. and Mrs. Gorrard, Mr. and Mrs. A. W. Hill, Mr. and Mrs. A. K. Taylor, Mrs. Stenham, Mr. and Mrs. Old, Mr. and Mrs. M. D. J. Alves, Mr. and Mrs. Y. Abbas, Mr. and Mrs. G. J. Chambers, Feely and Dyerson, Mr. and Mrs. Dick, Mr. and Mrs. W. A. Dyer, Inspector and Mrs. Evans, Mr. and Mrs. G. C. Moss, Mr. and Mrs. H. E. Strange, Mr. P. Condon and Mr. A. Charnan, Mr. and Mrs. Grimmit, Mr. and Mrs. W. C. Hollanda, Mr. and Mrs. S. J. Clarke, Sgt. and Mrs. Kirkby, Inspector and Mrs. McWalter.

Chief Detective Inspector Murphy, Inspectors S. Logan and P. Grant, Sub-Inspector and Mrs. E. J. Ellis, Sub. Insp. Brown and Sgt. Joy, Inspector W. Hill, Inspector and Mrs. A. Reynolds, Sub-Inspector and Mrs. Wilson, Sgt. T. Collins and Orem, Mr. F. Winyard and W. S. Cuff, Sgt. George, Mr. R. Fowler, Messrs. McEwen, Clarke and Brittain, Mr. and Mrs. P. Lannigan, Mr. Harrison, Sgt. C. Baysting, Mr. and Mrs. A. R. Clark, Sgt. J. R. McWalter.

Mr. W. McKay, Mr. C. E. Earnshaw, Mr. R. McFall, Mr. J. S. A. Curroem, Mr. C. J. Thomson, Mr. Wong Yuet, Mr. J. Gieg, Mr. C. Greenwood, Mr. Will Meadows, Mr. and Mrs. C. F. Alexander, Mr. William J. Carrie, Mr. C. Hatt, Mr. Coysh, Mr. George, Mr. R. Gillespie, Revd. C. T. Waldegrave, Mr. Kelly, Mr. Lin Shau-ping, Mr. W. Ward and Mr. H. H. Rose.

His Brother Officers, Chinese Revenue Officers, Clerical Staff, Imports and Export Office, Revenue Staff, Kowloon, Sanitary Inspectors, Eastern District, Sergeants' Mess, Central Police Station, Sergeants' Mess, No. 2 Police Station, Sergeants' Mess, No. 7 Police Station, Officers' Mess, Lai Chi Kok, Yau-mati Police Mess, Sergeants' Mess, Hung Hom Police, Prison Staff, Royal Naval Yard Police, Police Recreation Club, Easna Club, Civil Service Cricket Club, Craggengower Cricket Club, United Service Lodge 1341, E. C. and King Edward Hotel.

Tokyo, March 11.

Despite the Roumanian foreign minister's statement that Japan is expected to ratify the Bessarabian Treaty shortly, Reuter learns on the best authority that no such step is contemplated at present.—Reuter.

The Bathroom Beautiful.

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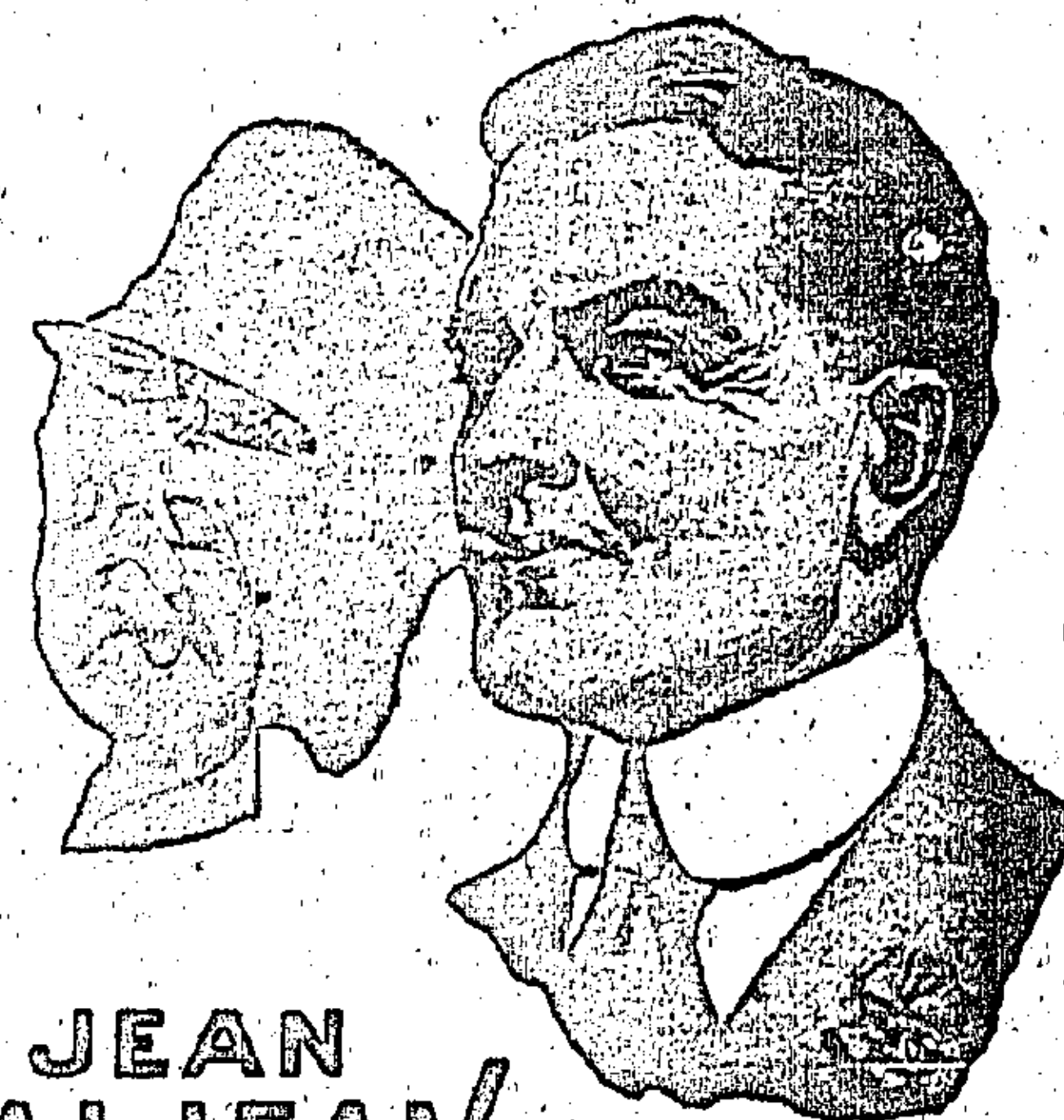
Most up-to-date machine and method for Permanent Wave. Price very reasonable.

We open daily from 8 a.m. to 8 p.m. except Sundays, when the hours are 10 a.m. to 1 p.m. Phone Kowloon 1378.

"CARNATION" MILK

Reliable—Dependable

"From Contented Cows"



JEAN VALJEAN

"Truly a Cigar"

TABAQUERIA FILIPINA
LEADING TOBACCONISTS IN THE FAR EAST

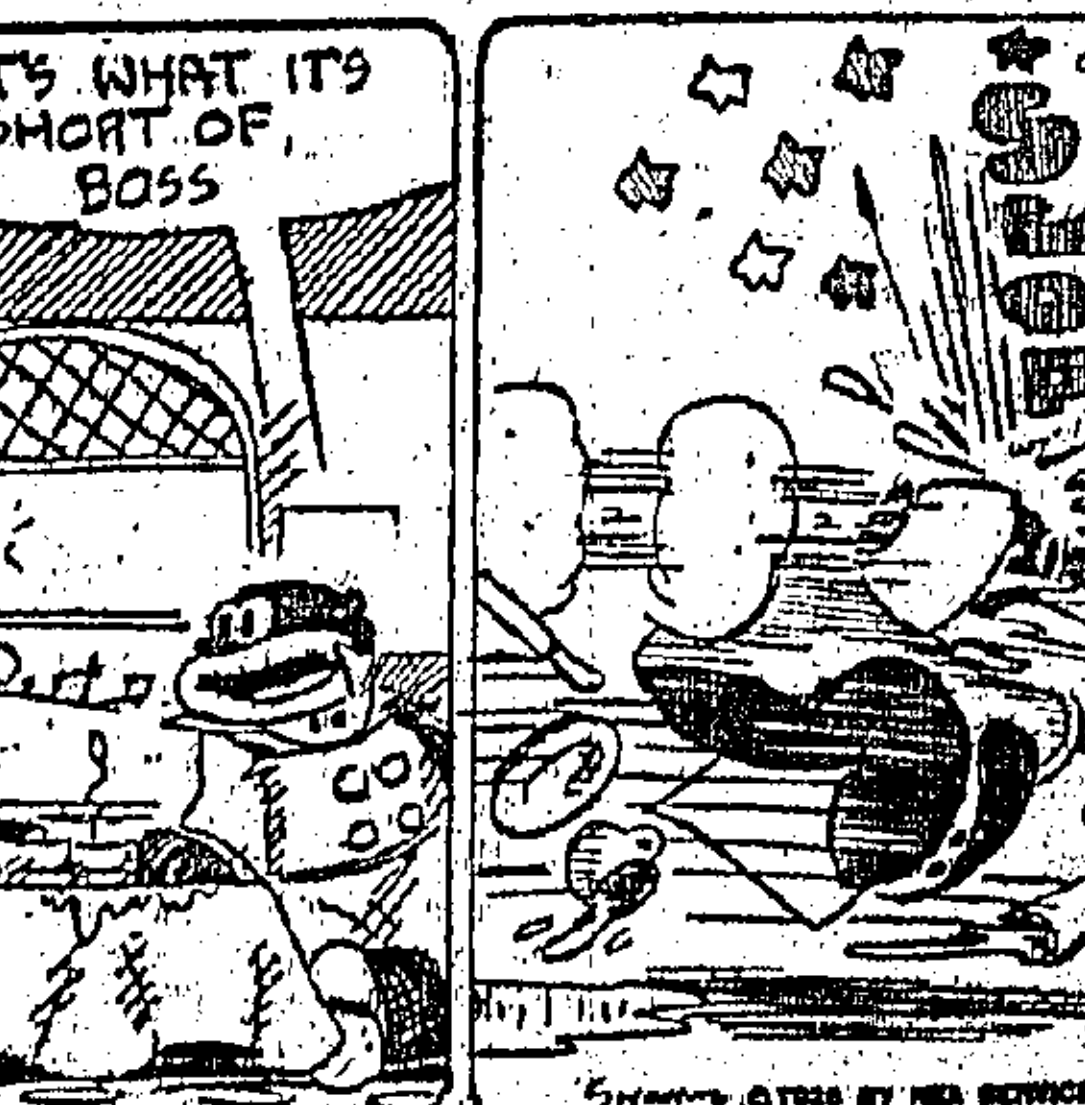
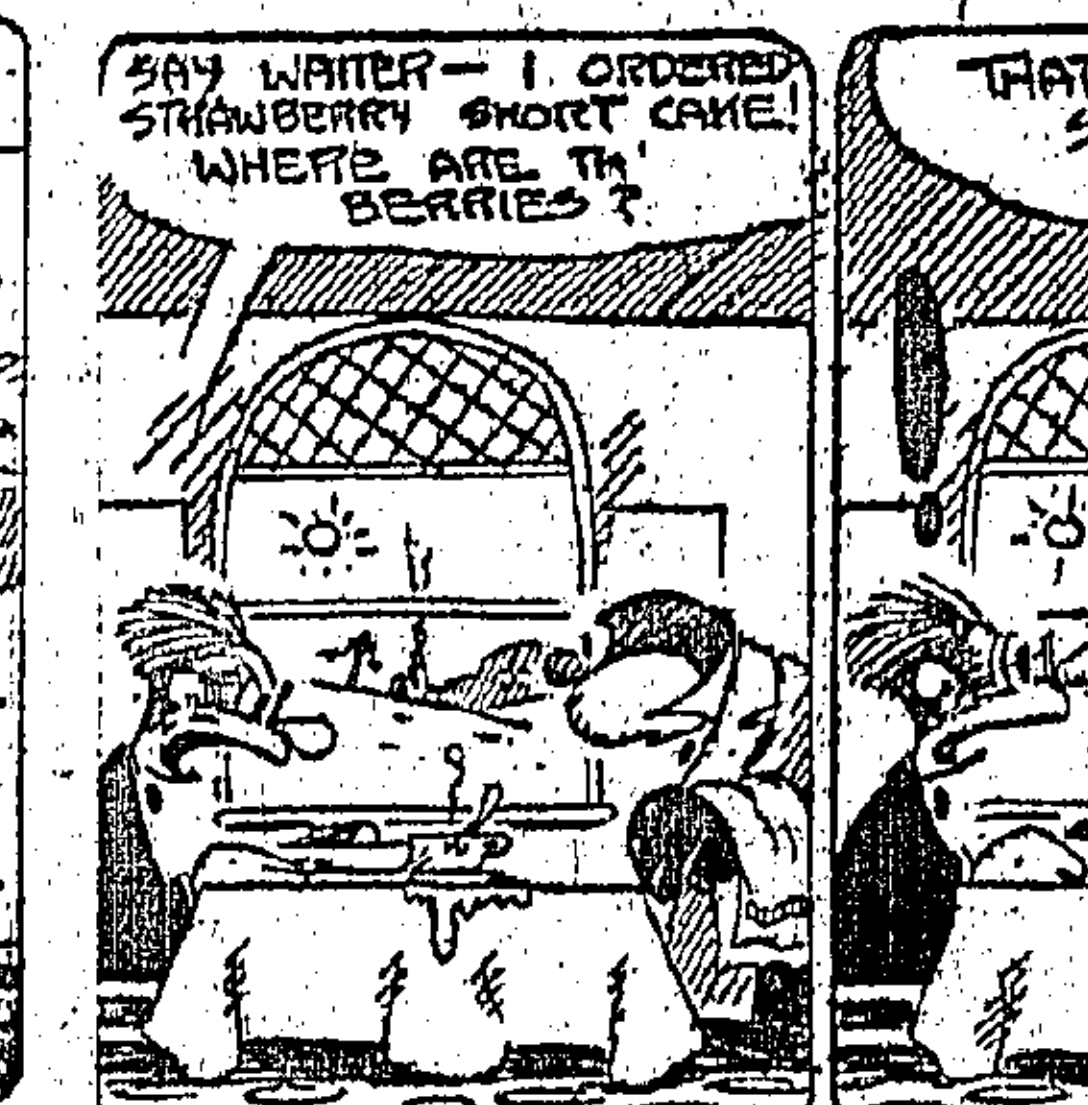
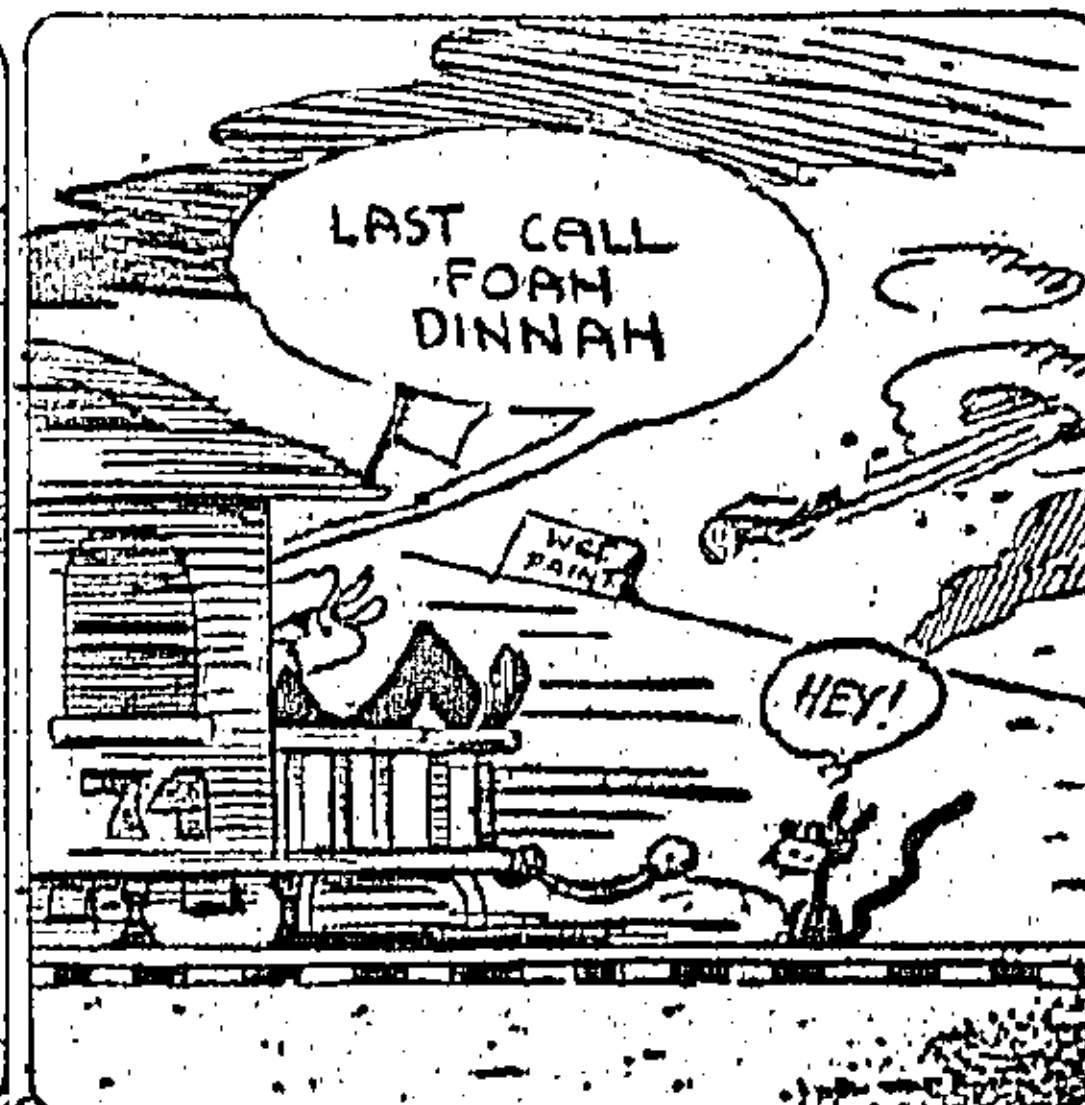
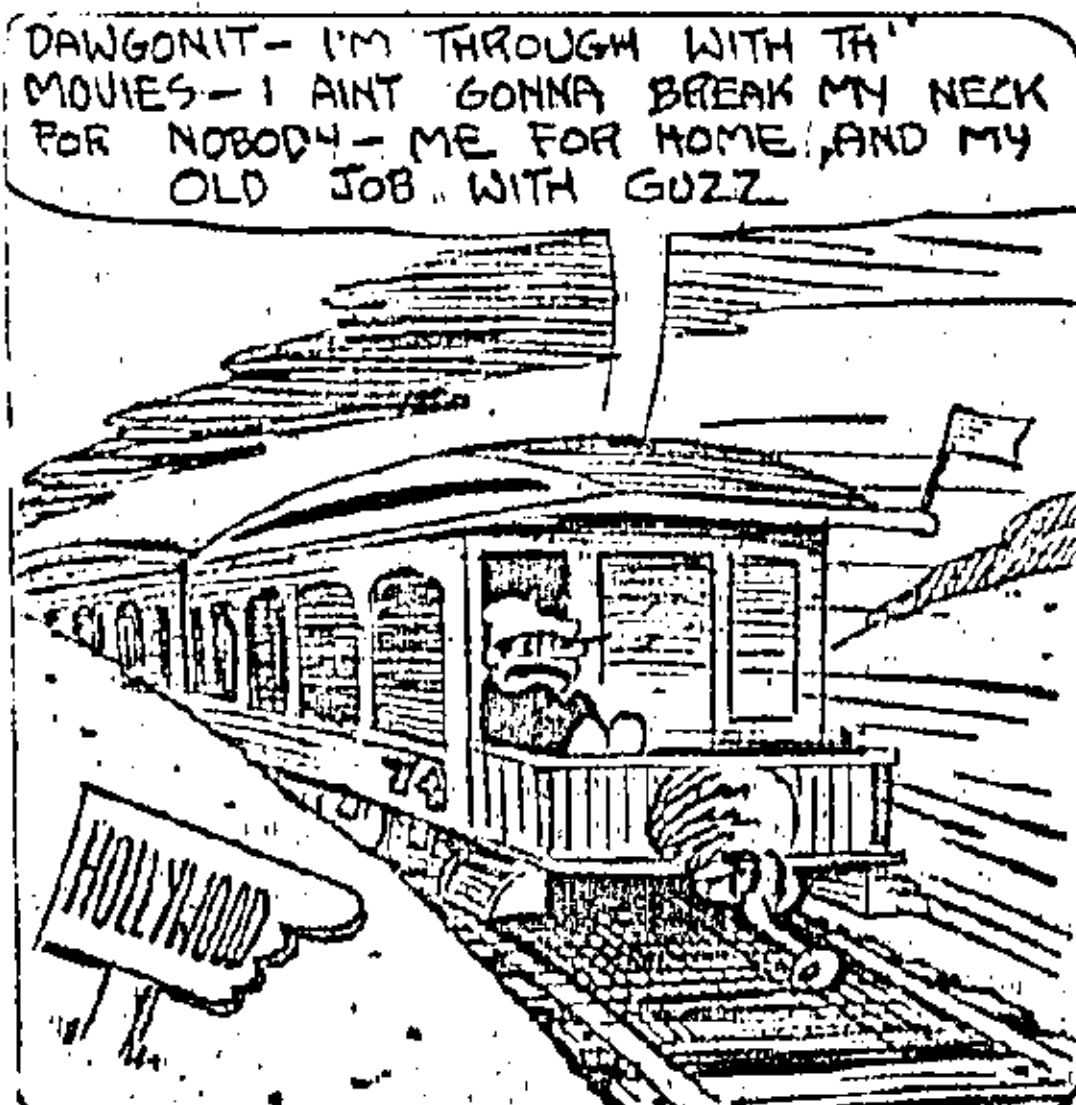


Heat or cold — they need "SCOTT'S"

SCOTT'S Emulsion brings health and strength at all ages of life. Contented and happy are little ones who are nourished by SCOTT'S Emulsion.



SALESMAN SAM

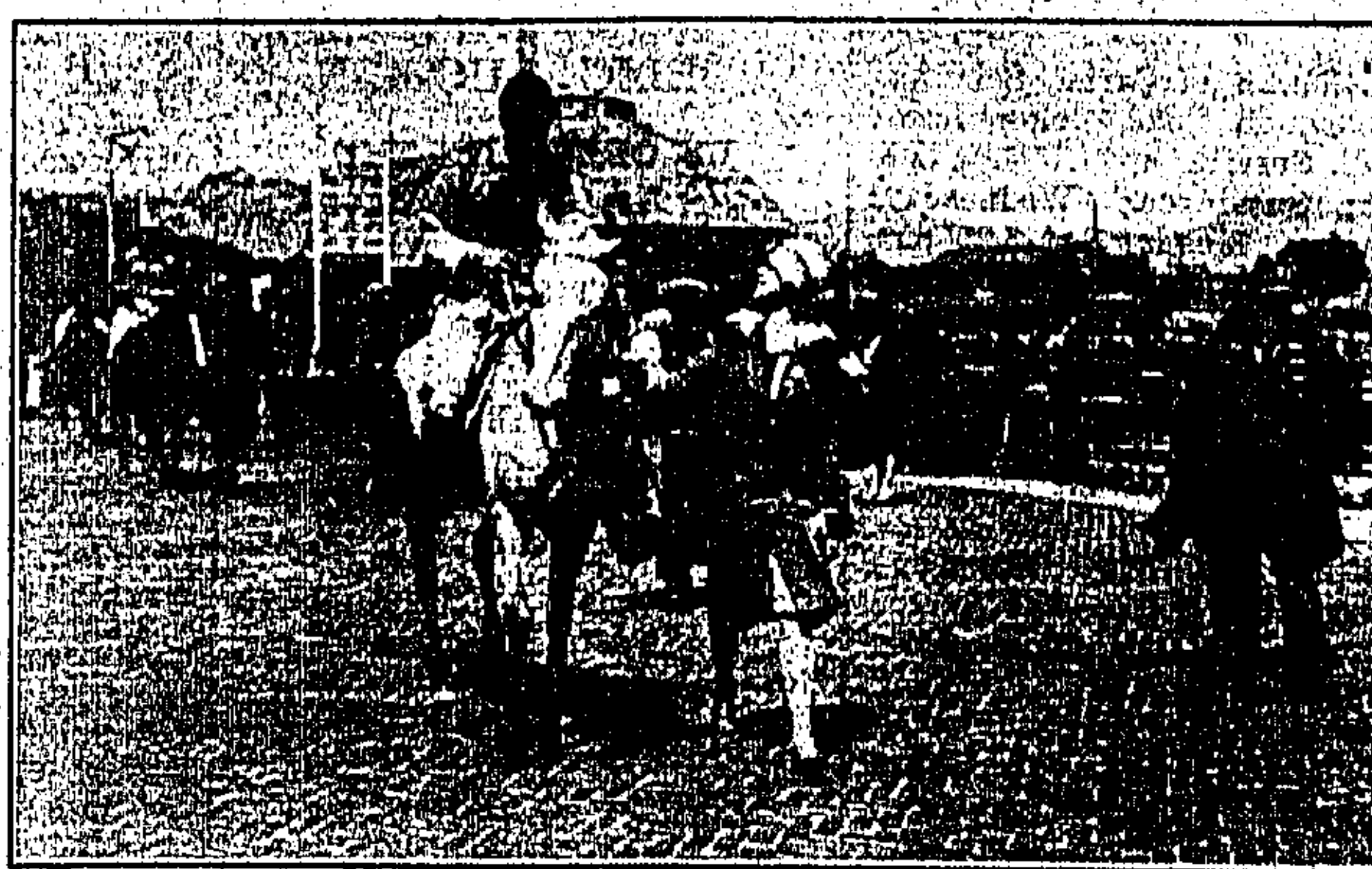


So Sam Got Razberries

By Swan



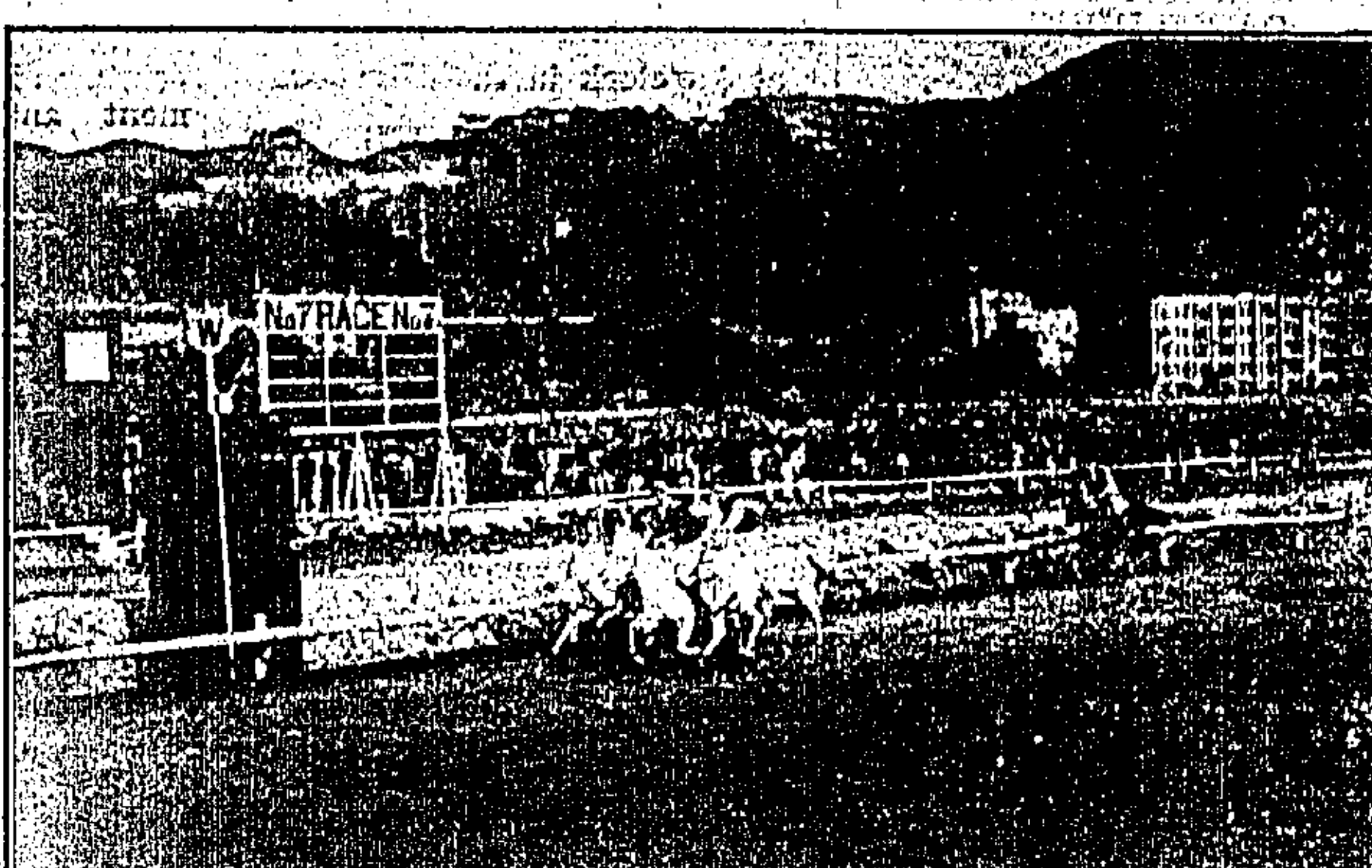
Messrs. Hall and Shenton's The Gnome (Mr. Ralph up), winner of the Hay and Corn Stakes on Saturday.



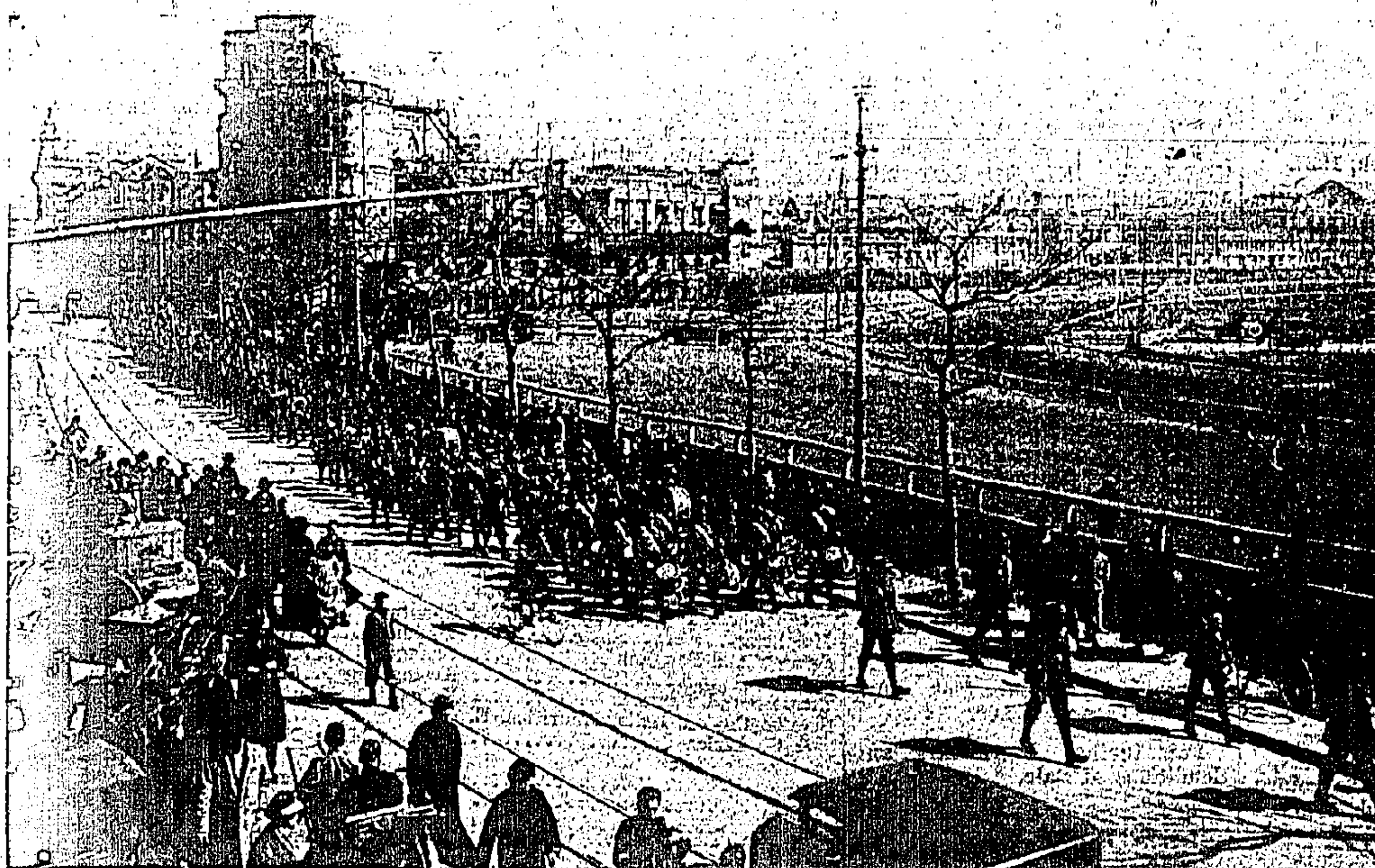
Leading in Mr. Roda's Democritos (Mr. Haimovitch up), winner of the Loiterers Stakes.



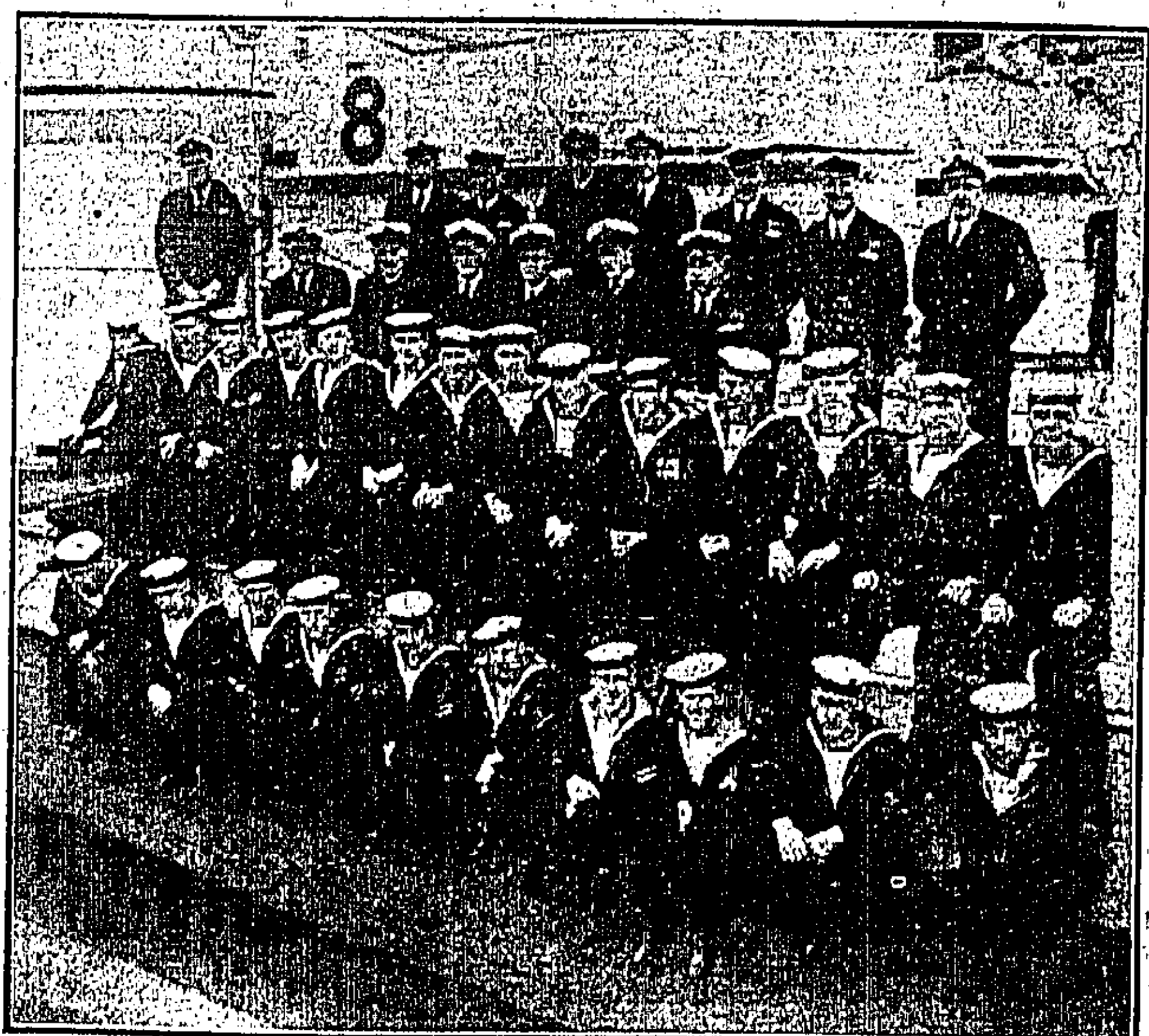
Mrs. R. M. Dyer leading in Tummel (Mr. Reidy up), winner of the Tytam Handicap.



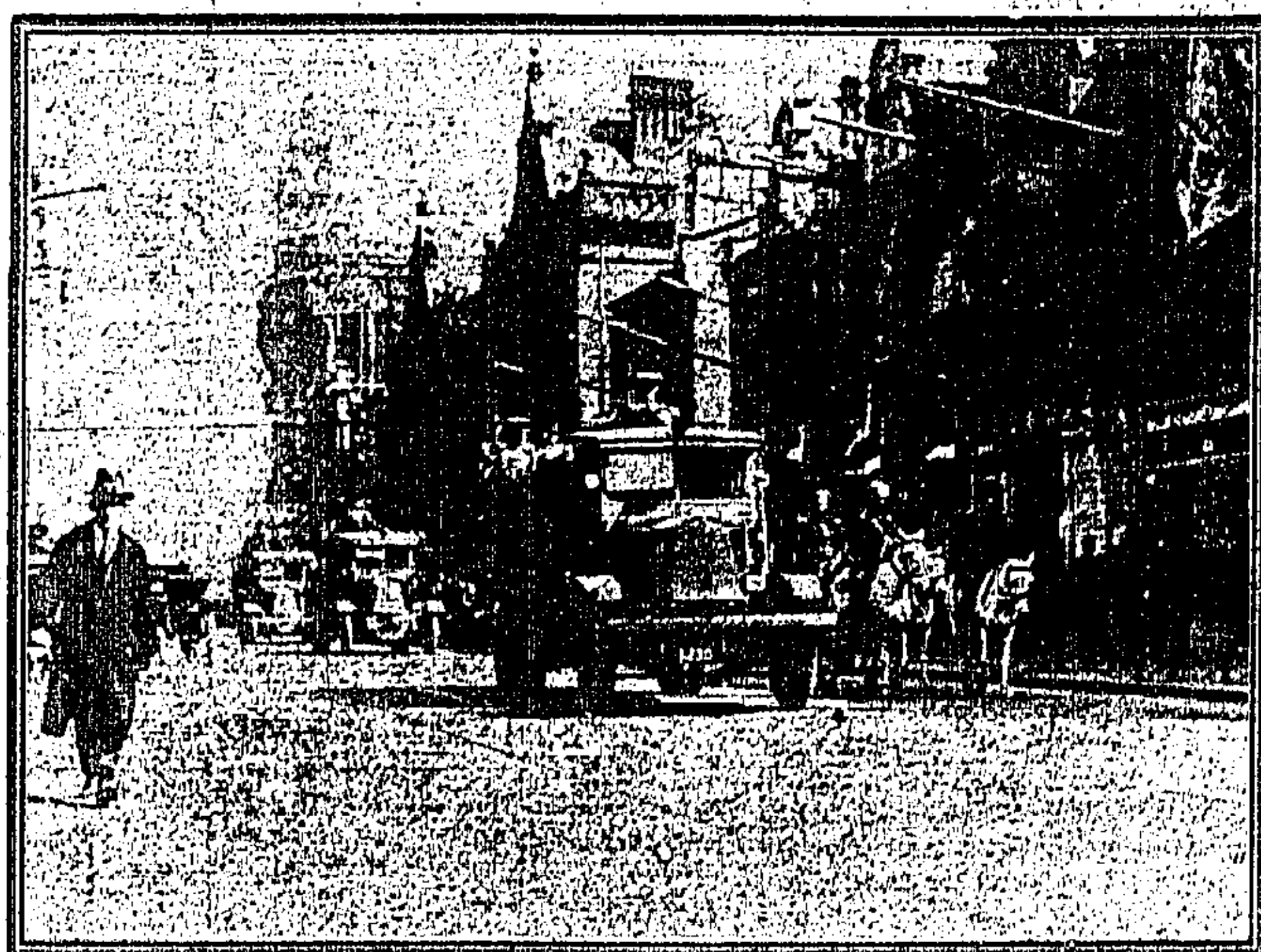
A good idea of the great struggle for the Professional Cup and Subscription Griffins Champions, won by Mrs. R. J. Paterson's Skidoo.



The Suffolks marching past the Race Course at Shanghai on their way to billets in the Race Club enclosure.



Officers and crew of H.M. Submarine L. 3, photographed in Hongkong.



Transport lorries and Sikh mounted police leading march up Nanking Road, Shanghai.

Sleep in Comfort!



You will never have your slumbers disturbed by uncomfortable pyjamas if you choose our full cut and roomy

SLEEPING SUITS

New styles and cloths with either short sleeves and legs or full length. Prices from \$6.50 \$7.50 per suit.

MACKINTOSH

& Co., Ltd.

MEN'S WEAR SPECIALISTS. Alexandra Building—Des Voeux Rd.

DON'T NEGLECT THAT COLD!

Try a bottle of our special—

COUGH LINCTUS

Gives immediate relief.

Prepared only by

THE COLONIAL DISPENSARY

14, Queen's Road, Central.

Tel. C. 1788.

ROYAL & CO.

The Leading Shoemakers

Established 15 Years.

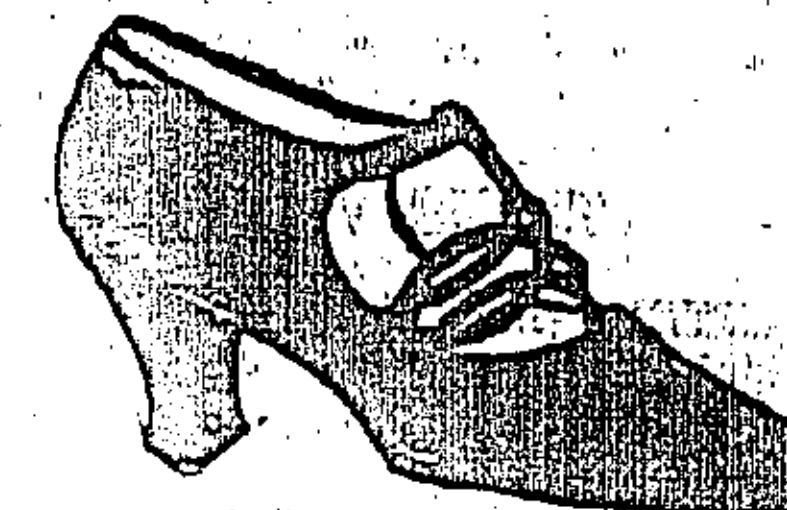
All styles made to order.

Dancing Shoes a Speciality.

Try our cleaning cream.

Suitable for all coloured leathers.

No. 1, D'Aguilar Street,



Telephone C. 3237

When buying Toilet requisites and articles for personal use, one wishes to be very sure that they are of the highest quality and of undoubted purity and freshness.

The Queen's Dispensary.

guarantees these qualities to all who make their purchases there, and in addition a courteous and obliging service.

22, DES VOEUX ROAD
(NEXT TO WHITEAWAY'S)

TEL. CENTRAL 492.

PICTORIAL VIEWS OF HONGKONG.

Postcards and View albums.

Postcards 10 cents each.

" 40 " for 6

" 75 " " 12

Albums containing 40 views with description.....\$3.00 each.

MEE CHEUNG.

Studio, Ice House St.

Branch 7, Beaconsfield Arcade,

WHITEAWAYS

GENT'S OUTFITTING DEPT.

THE "KOOLTWILL" TENNIS SHIRT

An English made, highly mercerised twill sports shirt.



MADE FROM FINE QUALITY WHITE MERCERISED TWILL SILKY FINISH

SPECIALY RECOMMENDED FOR DURABILITY & APPEARANCE

Coolness and absorbency combined with a soft silky appearance are the outstanding features of this unequalled value.

All sizes in stock ready for immediate wear.

Standard Value Price **\$3.00**

SPECIAL DISPLAYS OF SPRING GOODS. LOWEST PRICES. TERMS NETT CASH.

WHITEAWAY, LAIDLAW, & CO., LTD.
HONGKONG.

(All Hongkong photos by Ming Yuen, and photo-engravings by "S. C. M. Post").

The Hongkong Telegraph.

1-3 Wyndham Street, Hongkong.

Every afternoon except Sunday.

Annual Subscription H.K. \$38.00

Outports..... 43.20

Foreign Countries..... 50.40

For advertising rates apply to the Manager.

Cable Address.

"TELEGRAPH" HONGKONG.

CODES:—A. B. C. 5th Edition

Bentley, Western Union.

[TELEPHONE C. No. 1.]

Prepaid Advertisements

25 WORDS FOR \$1.00

(\$1.50 if not prepaid)

The following replies are awaiting collection—

1392, 1342, 1397, 1441, 1444,
1456, 1462, 1453, 1512, 1516,
5, 26, 32, 38, 72, 80, 88,
101, 102, 118, 139, 161, 191,
174, 186.

TUITION.

ENGLISH LADY, experienced teacher, with knowledge of Chinese, has vacancy for pupil from 9.30 to 10.30 each morning. Advanced or elementary English. Would be willing to form class of two or three pupils. Particulars from Box No. 164, care of "Hongkong Telegraph."

SITUATIONS VACANT.

WANTED.—Immediately by local Shipping Office, European Male Stenographer, speaking knowledge of Chinese preferred. Apply stating salary to Box No. 194, care of "Hongkong Telegraph."

WANTED.

WANTED.—European House at moderate rental around Happy Valley District. Terms and full particulars to Box No. 195, care of "The Hongkong Telegraph."

FOR SALE.

FOR SALE.—Owner leaving Colony. FORD SEDAN, built in England, owner driven. Done only 8000 miles. In perfect condition. Any trial by appointment. Apply Lt. Col. Stephen, Army Ordnance Depot, Queen's Road, East.

PREMISES TO LET.

TO LET.—55, Kennedy Road. Apply Young, Tel. C.906 and C.551.

TO LET.—One European FLAT Wanchai Gap Road, Hongkong. Apply to 32, Kennedy Road.

TO LET.—Office Rooms, 2nd Floor, New Hongkong Bank Building. Apply Sang Kee, same building.

TO LET.—From 1st April—furnished flat at the Peak. Apply Property Office Jardine, Matheson & Co., Ltd.

COMMODOUS OFFICES to let in No. 7, Queen's Road Central, also two small offices in 1A, Chater Road. Apply E. D. Sassoon and Company, Ltd.

TO LET.—European HOUSE, 4, VICTORIA VIEW, KOWLOON, near New Kowloon Hotel, three minutes from ferry. Apply Tung Tak Co., China Buildings, 6th floor. Tel. No. C.4926.

TO LET.—Detached House with Garden, No. 7, Conduit Road. Two 3/4 roomed flats in No. 14, Conduit Road. Apply to H. M. H. Nemaee.

KOWLOON HOUSE near ferry, five rooms, furnished for one year or longer. Linen and cutlery included. Half may be sublet by principal tenant. Small investors, Tel. C.4630.

TO LET.—Furnished or unfurnished four room Top Flat, modern convenience. Apply 5B, Armend Building, Kowloon, Tel. K.60.

CHEUNG CHAU.—To be let from 1st April, furnished bungalow, three bedrooms, large and well-kept garden, electric light. Ideal bijou residence near beaches and ferry. Particulars from Box No. 187, care of "Hongkong Telegraph."

NEW ADVERTISEMENTS.

NOTICE.

THE HONGKONG ROPE MANUFACTURING COMPANY LIMITED.

The Forty-third Ordinary Yearly Meeting of Shareholders in the above Company will be held at St. George's Building, Chater Road, Victoria, on Thursday, 24th March, at 11.30 o'clock a.m. for the purpose of receiving a statement of accounts and the report of the General Managers for the year ended 31st December, 1926, and electing a Consulting Committee and Auditors.

The Transfer Books of the Company will be closed from Friday, 18th March, 1927, until Thursday, 24th March, 1927, both days inclusive.

SHEWAN, TOMES & CO., General Managers.

Hongkong, March 12, 1927.

THE HONGKONG FIRE INSURANCE CO., LTD.

NOTICE TO SHAREHOLDERS.

The Fifty-eighth Ordinary General Meeting of Shareholders will be held at the Offices of the undersigned on Monday, the 28th March, 1927, at Noon, for the purpose of receiving the Report of the General Managers, together with a statement of Accounts for the year ended the 31st December 1926.

The Share Register and Transfer Books will be closed from the 14th to the 28th March, 1927, both days inclusive.

JARDINE, MATHESON & CO., LTD.

General Managers, Hongkong Fire Insurance Co., Ltd. Hongkong, 7th March, 1927.

THE BANK OF CANTON, LTD.

Notice is hereby given that the Sixteenth Ordinary Annual General Meeting of Shareholders of the Company will be held at the Head Office, No. 6, Des Voeux Road Central, Hongkong, on WEDNESDAY, the 23rd March, 1927, at 2.30 p.m. for the purpose of receiving the Report of the Directors together with a Statement of Accounts for the year ending 31st December, 1926.

The Transfer Books of the Company will be closed from the 8th March, 1927, to the 23rd March, 1927, (both days inclusive), during which period no transfer of shares can be registered.

By Order of the Board,

LOOK POONG SHAN, Chief Manager.

Hongkong, 7th March, 1927.

NOTICE.

THE HONGKONG ROPE MANUFACTURING CO., LTD.

With reference to the Notice to the Shareholders of this Company dated 13th December, 1926, whereby the Final Call of \$5.00 per share on the New Shares was made payable on 15th March, 1927, the General Managers and the Consulting Committee have decided, in view of the conditions prevailing at present, to further extend the time for payment of this Call.

Notice is accordingly hereby given that the date for payment of the Final Call is postponed to 15th day of June, 1927, and that the form of Bankers Receipt already sent to Shareholders can be used as though the date named thereon were 15th June, 1927.

FOR THE HONGKONG ROPE MANUFACTURING CO., LTD.

SHEWAN TOMES & CO., General Managers, Hongkong, 9th March, 1927.

HONGKONG ENGINEERING & CONSTRUCTION CO., LTD.

NOTICE OF MEETING.

NOTICE is hereby given that the Fifth Ordinary Yearly Meeting of Shareholders of the Hongkong Engineering & Construction Company Limited, will be held in the Offices of Messrs. Shewan Tomes & Co., St. George's Building, Chater Road, Hongkong, on Wednesday, the 23rd day of March 1927, at 11.30 a.m. for the purpose of receiving the Report of the Board of Directors and a Statement of Accounts for the year ended on the 31st December, 1926, and of electing Directors and Auditors.

The Transfer Books of the Company will be closed from the 17th to the 23rd March, both days inclusive.

By Order of the Board,

S. COURTNEY COOK, Secretary.

Hongkong, 8th March, 1927.

CHURCH NOTICES.

First Church of Christ, Scientist, Macdonnell Road, below Bowes Road. Service: at 11.15 a.m. Subject: "Substance." Wednesday: Evening Meeting at 6.30 p.m. Reading Room at above address open Tuesday and Friday; 10 a.m. to 12 noon. Monday and Thursday: 5 to 7 p.m. The Public is cordially invited to attend the Service and visit the Reading Room.

St. John's Cathedral, Hongkong, March 18th, 1927. 2nd Sunday in Lent; Holy Communion, 8 a.m. Sunday School, 10 a.m.: Preacher: Rev. E. W. L. Martin. Subject: "Christian" Characteristics. Evensong, 6 p.m.: Preacher: Rev. N. V. Hallward, M. C. Subject: "Keeping in Touch by Prayer." Thursday, The Holy Communion, 7.45 a.m. Choral Evensong and address by Rev. G. H. Hewitt, N. N. 6.45 p.m.

FANLING HUNT SPRING PAPER HUNT.

For a cup presented the above will be held on Sunday, March 13th, at 11 a.m. Post Entries open to all (whether subscribers or not). Start at Lok Ma Chau Cross Roads. Motor Bus will leave Hunters Arms at 10.45 returning there after the Hunt.

SOCIETY OF ST. GEORGE, HONGKONG.

The Annual General Meeting of the Society will be held in the Board Room of Messrs. Jardine, Matheson & Co., Ltd., on Friday, 18th March, 1927, at 5.30 p.m.

For the following purposes:—
(a) To receive the Report of the Committee and Statement of Accounts for the past year.
(b) To elect the Officers and Committee for the ensuing year.
(c) To consider the manner in which St. George's Day shall be celebrated.
(d) To transact any other business of which due notice has been given.

All Members are requested to attend.

R. E. GREENSMITH, Hon. Secretary.

Hongkong, 10th March, 1927.

THE DAIRY FARM, ICE AND COLD STORAGE CO., LTD.

NOTICE TO SHAREHOLDERS.

NOTICE is hereby given that the Thirty-first Ordinary Yearly Meeting of the Shareholders in the Company will be held at the Company's Town Office, 2, Lower Albert Road, on Saturday, 26th March, 1927, at noon for the purpose of receiving a Report of the Directors together with Statement of Accounts, declaring a Dividend and re-electing Directors and Auditors.

The Transfer Books of the Company will be closed from the 17th to the 26th March, 1927, both days inclusive.

By Order of the Board of Directors,

J. D. THOMSON, Acting Secretary.

Hongkong, 11th March, 1927.

1927-1928.

Sealed Tenders will be received at the R.N. Hospital until 10 a.m. on the 21st March, 1927, from persons desirous of supplying Beef, Mutton, Fowls, Pork, Bread, Cheese, Pure Cow's Milk, Aerated Waters, Ice, and other provisions, and necessities for the year ending 31st March, 1928.

Printed Forms of Tender and further particulars can be obtained at the R.N. Hospital.

The right to reject the lowest or any tender is reserved.

H. J. CHATER, Surgeon Capt., R.N.

R.N. Hospital, Hongkong, 10th March, 1927.

THE HONGKONG ROPE MANUFACTURING CO., LTD.

The undermentioned Certificates for Shares in this Company have been declared LOST and if at the expiration of ONE MONTH from the date hereof the documents are not forthcoming the said Certificates will be deemed CANCELLED and of no effect and new Certificates will be issued by the Company.

Certificate No. 1639—100 Shares

Nos. 58710/58809.

Certificate No. 2748—150 Shares

Nos. 149756/149905.

Certificate No. 52—83 Shares

Nos. 154006/154088.

All in the name of Mrs. Yeung Kwai Shim.

FOR THE HONGKONG ROPE MANUFACTURING CO., LTD.

SHEWAN TOMES & CO., General Managers.

Hongkong, 11th Feb., 1927.

LAMMERT'S AUCTIONS

PUBLIC AUCTION.

BY ORDER OF THE MORTGAGEE.

PARTICULARS.

VERY VALUABLE LEASEHOLD PROPERTIES.

situate and being

Nos. 8-9, 10, 11, 12, 13 & 14, Argyle Street, Mongkoktsui and Nos. 433, 435 & 437, Reclamation Street, Mongkoktsui and Nos. 1080, 1082, 1084 and 1086, Canton Road, Mongkoktsui.

TO BE SOLD

by

PUBLIC AUCTION,

on

THURSDAY,

the 24th day of March, 1927,

at 3 o'clock in the afternoon.

IN THREE LOTS.

by

Messrs. LAMMERT BROS.,

Auctioneers,

at their Auction Rooms,

Duddell Street.

LOT NO. 1.

The property consists of:—

All that piece or parcel of ground situate at Mongkoktsui in the Colony of Hongkong and registered in the Land Office as KOWLOON INLAND LOT NO. 1291 Together with the messuages and premises thereon known as Nos. 8, 9, 10, 11, 12, 13 and 14, ARGYLE STREET, Mongkoktsui aforesaid.

Area 6462.5 Square feet. Annual Crown rent \$70.00.

LOT NO. 2.

This property consists of:—

All that piece or parcel of ground situate at Mongkoktsui in the Colony of Hongkong and registered in the Land Office as KOWLOON INLAND LOT NO. 1076 Together with the messuages and premises thereon known as Nos. 1080, CANTON ROAD, Mongkoktsui aforesaid.

LOT NO. 3.

This property consists of:—

All that piece or parcel of ground situate at Mongkoktsui in the Colony of Hongkong and registered in the Land Office as KOWLOON INLAND LOT NO. 1290 Together with the messuages and premises thereon known as Nos. 433, 435 and 437 RECLAMATION STREET, Mongkoktsui and Nos. 1082, 1084 and 1086, CANTON ROAD, Mongkoktsui aforesaid.

Area 5,197.5 Square feet. Annual Crown rent \$56.00.

For further Particulars and Conditions of Sale, apply to

Messrs. HASTINGS DENNYS

AND BOWLEY,

Solicitors for the Vendor

or

LAMMERT BROS.,

the Auctioneers.

CHINA AUCTION ROOMS.

4, Duddell Street. If you have anything you would like to sell, exchange or advertise to the CHINA AUCTION ROOM.

E. V. M. R. de SOUSA.

THE FROTH BLOWERS.

EASTBOURNE MAGISTRATES OBJECT.

An extension of a liquor licence for a function of a lodge of Froth Blowers was applied for at Eastbourne recently by Mr. H. Ford, of the Royal Hotel.

Mr. Reynolds, a magistrate, said that to ask for an extension for a new society like the Froth Blowers was almost criminal. "Blowing froth off their wretched pots," he added contemptuously.

Mr. Ford: You have to blow the froth off ginger beer and I think you have a wrong idea about the Froth Blowers. There are over 200,000 Froth Blowers in England and they disbursed £20,000 among waifs and strays in London.

The magistrates refused to grant the extension.

MODERN WARSHIPS

SECRETS AS TO THEIR COST.

In view of the large volume of naval construction to which we are committed by the Government's programme, which provides for eighty-one vessels from 1925 to 1930, special interest attaches to the cost of building warships under present-day conditions. Oddly enough, it is almost impossible to obtain definite information on this subject. True, the cost of an individual ship that has been already completed may be calculated by tracing the yearly vote for that particular vessel through several consecutive Navy Estimates, but in the case of new ships this method is impracticable. The public has really no means of finding what it is actually paying for its new warships.

A case in point is that of the Queen Elizabeth. For several years her cost was returned in the reference books as "about £1,900,000," but after the war it occurred to a member of Parliament to make inquiries, and he then found that the total bill for this battleship amounted to £3,014,000. The first figure, it appears, had been exclusive of armament and other fittings. Our

new battleships Nelson and Rodney have been officially priced at £5,000,000 apiece, but it is now admitted that the real total per ship will be not less than £7,000,000, inclusive of guns and ammunition.

The Admiralty might be invited to explain why they always omit the armament of a warship when estimating her cost. That official figures are open to suspicion is easy to show. In August, 1925, it was announced in the House of Commons that our modern destroyers were costing £250,000 each, yet I find that our new destroyers Amazon and Ambuscade have actually cost £330,000 per ship. Applying that difference of £80,000 to the twenty-seven additional destroyers which we are to build from this year onward, we get a total increase of £2,160,000 on the official estimate.

If, as there is good reason to believe, a proportionate discrepancy will be found between the estimated and actual cost of all the other vessels under construction and projected, the country is being saddled with a far heavier expenditure on new warship than the Admiralty has seen fit to acknowledge.—Manchester Guardian.

The Pope recently received in audience Viscount Peel and Mr. Arthur M. Samuel, Parliamentary Secretary of the Board of Trade.

MOST PROSECUTED NEWSPAPER.

296 LAW CASES.

Budapest.—Europe's most persecuted (or should it be persecuted?) newspaper must be the Nepszava, the Budapest organ of the Hungarian Social Democratic party.

The annual report of this party states that during last year no fewer than 170 political processes were begun against it by the legal authorities—that is to say, indictments were hurled at it at the rate of about one every other day!

In addition, 126 processes, left over from the previous year, are still before the courts, for the law in Hungary grinds slowly, though, in the end, it grinds exceedingly small—so far as the opponents of the Government are concerned.

The Nepszava's legal representatives, therefore, are struggling with no fewer than 296 court cases!

Editor's expectation of Life.

For the year, the final sentences against various members of the staff of the paper amounted in all to 12 years of imprisonment and to fines totalling more than £5,000.

In other cases which are still in the appeal stages, sentences have been pronounced which, if eventually confirmed, will mean that the responsible editor will have to go to jail for 103 years! The Nepszava has two other distinctions.

It is the only paper in Hungary which has not made its peace with and surrendered its independence into the safe keeping of the Government.

That is the head and front of its offending. As the Government simply cannot endure criticism, and allows nothing but praise of itself and all its works, the articles in the Nepszava are most carefully scanned for excuses to launch yet another writ against it.

Then the Nepszava has a whole Press law "all to itself!"

Muzzling Orders.

The Government declares, of course, that there is no censorship in the country, but a particularly thorough and severe Press Law constitutes the most effective censorship existing anywhere in the world.

As no other journal indulges in the dangerous luxury of criticising Count Bethlen and his colleagues, the whole weight of this Press law is sustained by the Social Democratic organ.

One of the chief features of this law is that the sale of a newspaper on the streets can be forbidden, which has long been so in the case of the Nepszava. This means a restricted circulation and a consequent decline in advertisement revenue, so that the prohibition is, in reality, a heavy daily fine.

In Hungary the law in general is definitely arrayed against opponents of the present regime.

There is the formality of a trial, but not the least pretence at anything approaching impartiality, verdicts and sentences being dutifully delivered according to instructions "from above."

That this is so, is shown by a case which has just been concluded against a member of the Nepszava staff, M. Szoke.

After the fall of the short-lived Soviet dictatorship here, special courts were set up to deal summarily with political cases. M. Szoke criticised some of the judgments; and for daring to do so was charged with libelling the Minister of Justice and insulting the honour of Hungary.

He has been sentenced to pay a fine of £30 and to two years' hard labour.

The severity of sentence, has caused general astonishment.

So it is that Hungary can boast the most obedient Press of any country in Europe, not excepting Russia.

An action arising out of injuries received by Sir Arthur Steel-Maitland, M. P. (Minister for Labour) in a motor accident was mentioned in the King's Bench Division. The defendants are the Times Publishing Company, in whose car Sir Arthur was driving, and the driver of the other car involved.

Major-General J. C. Harding-Newman is to be Major-General in charge of administration, Aldershot Command, Colonel R. C. W. M. Woitham is to command 132nd (Middlesex and Sussex) Infantry Brigade, and Colonel C. P. Heywood officer commanding the regiment and regimental district of the Coldstream Guards.

POST OFFICE NOTICE

NOTICE.

Registered and Parcel Mails are closed 15 minutes earlier than the time given below unless otherwise stated, and where mails are advertised to close at or before 9 a.m. registered and parcel mails are closed at 5 p.m. on the previous day.

RADIO TELEGRAMS may now be accepted for Hongkong under the same conditions and at the same rates as for Canton. Correspondence for Canton will be forwarded by train if so super-scribed. Such correspondence must be posted not later than 7.30 a.m. at the General Post Office or 7.40 a.m. at Kowloon Post Office for dispatch by the Express Train scheduled to leave Kowloon Railway Station at 8.05 a.m. and to arrive at Canton at 12.20 p.m.

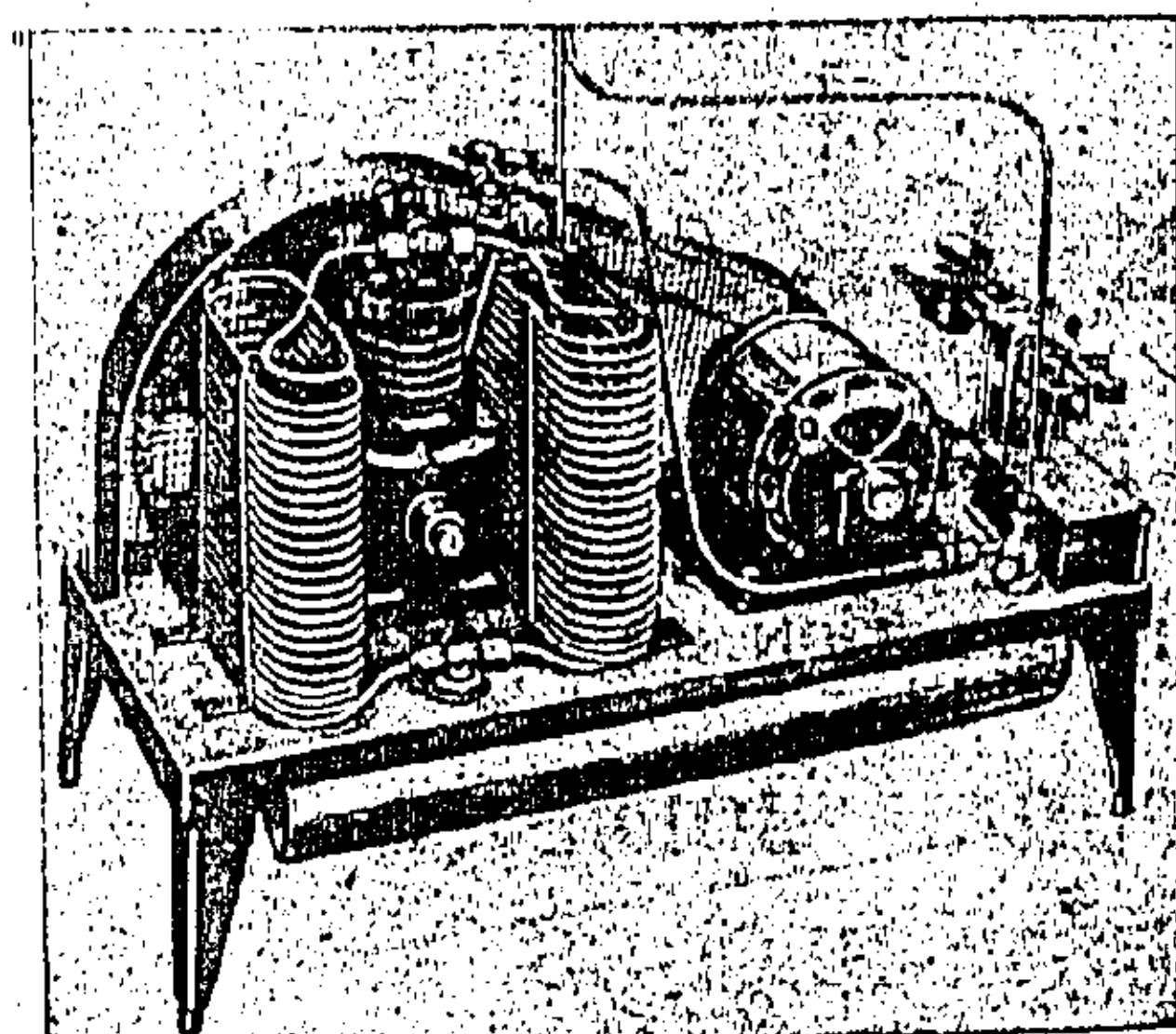
Dutiable articles forwarded by letter post to Great Britain are liable to confiscation by the Customs. Such articles should be forwarded by parcel post only. During the interruption of the Hongkong-Macao cable service the Macao Radio Station will remain open for the exchange of telegrams with Hongkong from 8 a.m. to 10 a.m. The Hongkong Station is always open and messages are accepted at any time throughout the 24 hours.

INWARD MAILS.

Europe via Negapatam (letters only, London, 10th Feb.)	Hong Peng	March 1
Shanghai	Kiukiang	March 1
Shanghai and Europe via Siberia	Amazon Maru	March 1
Europe via Negapatam (papers only, London, 10th Feb.)	Kumsang	March 1
U.S.A., Honolulu, Japan and Shang- hai	Taiyo Maru	March 1
Shanghai	Soochow	March 1
U.S.A., Honolulu, Japan & Shanghai	Pres. Van Buren	March 1
U.S.A., Honolulu, Japan & Shanghai	Pres. Cleveland	March 1
Straits	Khyber	March 1
Saigon	General Metzinger	March 1
Japan and Shanghai	Forthos	March 1
Canada, U.S.A., Japan and Shang- hai	Empress of Canada	March 1
Japan and Shanghai	Mongolia	March 1
Australia and Manila	Aki Maru	March 1
U.S.A., Canada, Japan and Shanghai	Pres. Madison	March 2
Straits	Atsuta Maru	March 2
Japan	Tango Maru	March 2
Japan and Shanghai	Haruna Maru	March 2

Frigidaire

Can be installed in any good Ice Box at small cost.



Fit A "FRIGIDAIRE" Cooling Coil in your old-fashioned ice box, and know the satisfaction of perfect modern refrigeration.

Sole Agents:—Hongkong and South China

THE UNION TRADING CO., LTD.

Prince's Building. J. E. H.

WHEN IS A PERSON DRUNK?

HELPING WORK OF POLICE SURGEONS.

Mr. Graham Campbell, the Bow Street Magistrate, stated recently that a committee of the British Medical Association would shortly issue a report on the tests applied in cases of alleged drunkenness. This committee was appointed last year by a resolution of the B.M.A. Council, and the members were:

Mr. R. G. Hogarth (President of the Association), Dr. H. B. Brackenbury, Sir Robert Bolam, Mr. N. Bishop Harman, Dr. J. W. Bone, Mr. J. A. R. Cairns, Mr. R. F. Graham-Campbell, Dr. E. Farquhar Buzzard, Dr. E. R. Fothergill, Dr. R. Wallace Henry, Dr. W. J. Keats, Major-General Sir William Macpherson, Dr. A. R. Moore, Professor J. T. J. Morrison, Dr. T. Ross, Dr. P. H. Spurrin, Mr. E. B. Turner, and Sir William Wilcock.

Many discussions have been held during the last two years on tests for drunkenness. The authoritative statement that is to be issued will be of exceptional value to police surgeons and others as to the exact state which constitutes drunkenness. At present the view is held by many medical men that too much authority is left to the police-constable, and that he is apt to confuse pathological symptoms which have little or no relation with alcohol, with drunkenness.

The police surgeon seldom sees a case for some considerable period after arrest, and he relies on tests the validity of which will shortly be pronounced upon by men who have experience from the most varied standpoints. The report will be issued only after criticism by the Council of the British Medical Association, and will represent the considered opinion of the medical profession.

The general question of alcohol has for some time past been keenly exercising the medical profession, and recently the "Practitioner" invited leading surgeons, physicians, and men of science to give their considered opinions for publication.

Sir Humphrey Rolleston was frankly against alcohol, recognising its value in an emergency as a temporary remedy as at the crisis of pneumonia or occasionally as a sedative to induce sleep, cases of inoperable malignant disease, and other hopeless conditions in which they are found to give comfort and soothe the last hour of life's troubled transit.

Sir Arthur Newsholme laid down as rules that the drinking of alcoholic drinks between meals should be forbidden; a strong medical opinion should be given us to the special evil resulting from indulgence in spirits and the stronger wines and beers; and the evil of frequently repeated alcoholic drinks should be emphasised.

HOSPITALS 50 YEARS AGO.

DIRTY COATS PREFERRED.

Grim tales of hospital work half a century ago were told by Dr. F. W. Alexander, who, at the age of sixty-eight, is retiring from the position of medical officer of Poplar after 34 years' services.

"I was at 'Bart's' 50 years ago," he said, "and I have seen the whole of the medical and surgical work grow to the position it occupies to-day. In my early life the man with the bloodiest and dirtiest coats was considered the cleverest surgeon, while overalls were not used. When operations were on, the coats of the surgeons were kept in one cupboard and were worn as required. There were no antiseptic precautions, and the wonderful thing to me is that the patients ever got better."

"Carbolic was used for wounds, and when an operation was in progress the surgeon's hands used to get sodden with the carbolic spraying of the patient, who, if not looked after, was sometimes infected with carbolic acid poison."

Leaving "Bart's" Dr. Alexander went to Croydon Workhouse Infirmary where, he states, there were only four paid nurses. The remainder of the help was given by pauper inmates. From Croydon he became assistant medical officer at Mile End, and after a time was appointed to the post from which he is now retiring.

"The East End in those days," he declared, "was a mass of squalor. Much of the work of tailoring was done by outworkers in the slum houses, which were hotbeds of disease. There was no supervision and no disinfection."

Dr. Alexander agreed that the conditions at Poplar had changed enormously for the better since he had occupied the post of medical officer. "But," he added, "the overcrowding to-day is greater than ever. The borough is closely built over, and there is no room for the building other dwellings. The interiors of the houses are in better condition, but the structures themselves are suffering from old age and decay, and some of the districts are in danger of becoming unhealthy areas."

CITY'S COMMON CRYER.

ORIGIN OF QUAINLY-TERMED OFFICE.

The announcement that Captain Maxted, the Common Cryer of the City of London, who was also Sergeant-At-Arms and Mace Bearer, has resigned, has led people to ask: What does or did the Common Cryer cry?

No one can remember a Common Cryer with loud bell and still louder voice announcing forthcoming events or giving tit-bits of news in the City byways. The Common Cryer, says a home paper, must not be confused with a common town-crier of the type still to be found in ancient but lesser towns and villages of the land. It is doubtful whether the City ever possessed an official town crier, but the office of Common Cryer is, according to reputable historians, as old as the City itself.

Former Responsibilities.

To-day the Common Cryer gets a salary of £350 a year and is a useful member of the administrative staff at Mansion House. In wig and gown he carries the mace on ceremonial occasions and he is always at the beck and call of the Lord Mayor. He is appointed by the City Corporation.

In bygone days he had many more responsibilities—and higher pay. Samuel Beddome, a Common Cryer in 1853, had his salary fixed at £500, and he was then described in the Common Council minutes as "ranking next to sword bearer and second esquire of the Lord Mayor's household." His son, who succeeded him in 1856, had his emoluments fixed at precisely half that sum.

Official Crying.

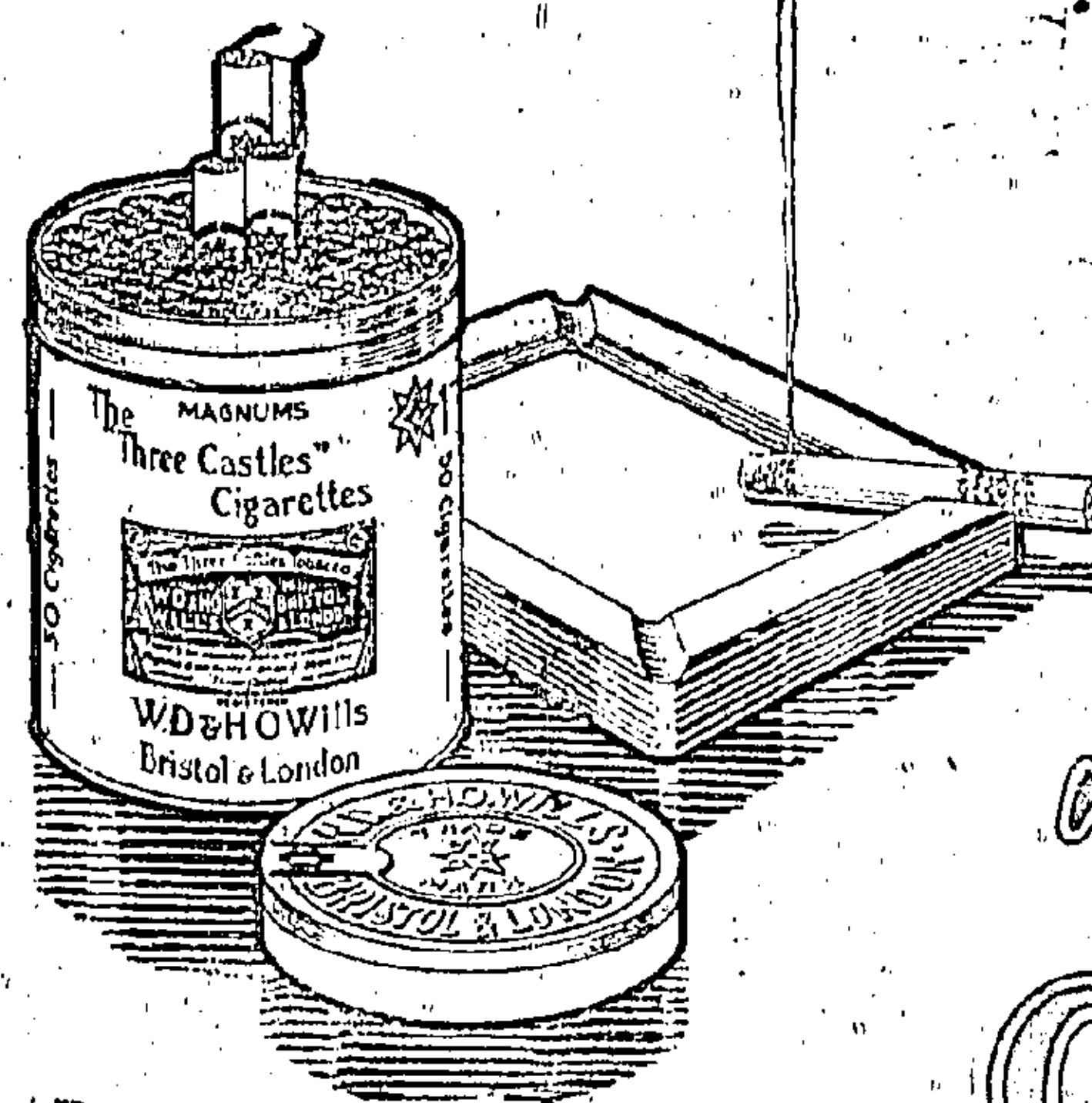
In a charter dated 1638, stating the duties of the office of Outroper or Common Cryer, it was laid down that he was responsible for the "selling of household stuff, lease of houses, jewels, goods, chattels and other things of all persons willing that the officer should sell them by public and open cry, commonly called outcry, in the open places in the City and Liberties and the town of Southwark." The Common Cryer, apparently, was the forerunner of the auctioneer and broker.

Other "crying" by the official was done principally at the election of Lord Mayors when he used to direct "All persons to be uncovered in the Hall and all those who are not Aldermen to depart the Hall upon pain of imprisonment—Oyez! Oyez! Oyez!"

The reading of proclamations was another "crying" responsibility of the official and he had to attend hustings and summon Council meetings. Alexander Pulling, an historian, writes: "The Serjeants of Mace of the City of London may be easily identified with the Roman lictors, who carried fasces before the Praetor."

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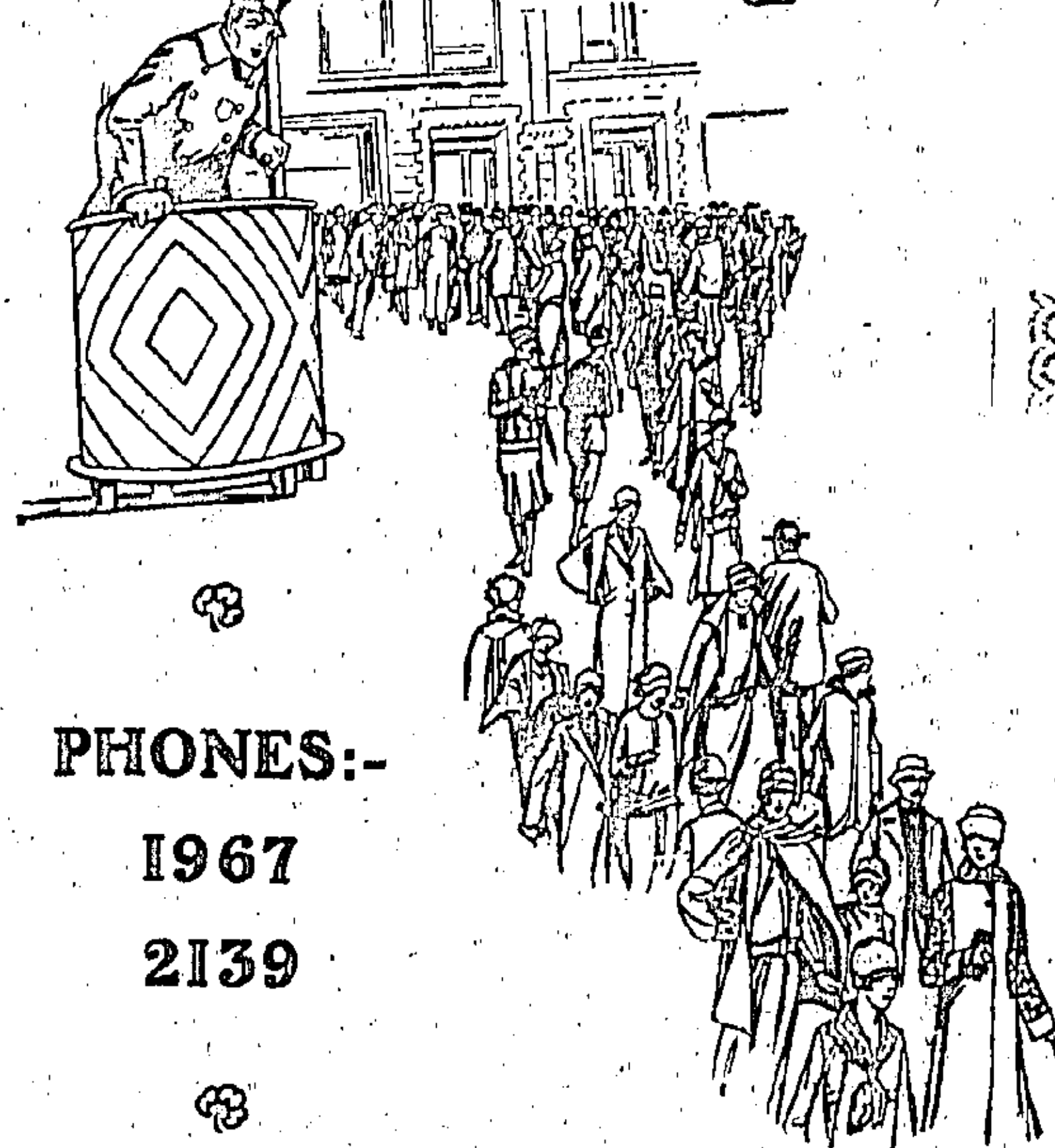
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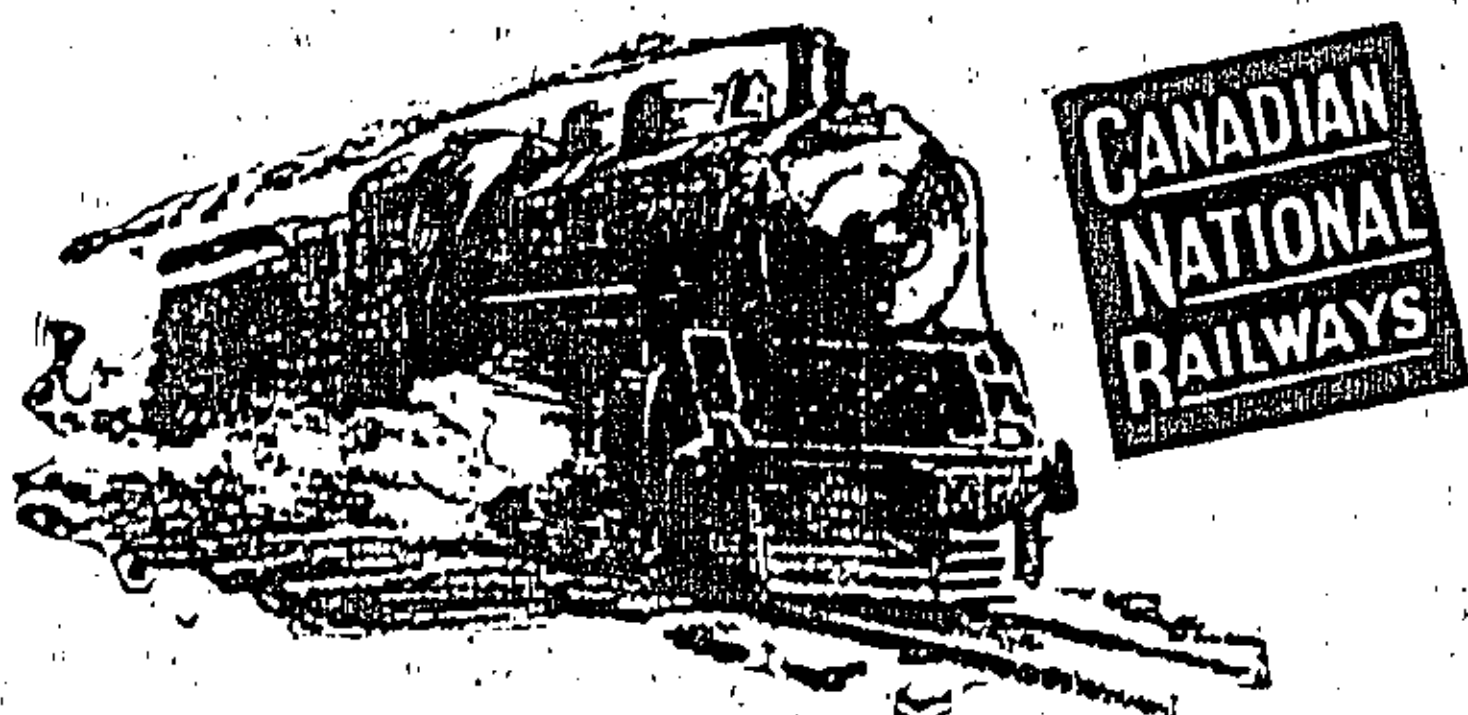
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2,000 SQUARE MILE OF SMALL TOWNS.

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A Greater London, with no traffic problem, composed of Little Londons where people can walk to their work, instead of a city round which one layer of houses is built after another until the Londoner is suffocated like a man with half a dozen overcoats.

This is the vision which inspires the invitation of the Minister of Health to the 120 local authorities around London to form a joint planning committee. Areas all round London have their planning schemes, but the centre has so far been ignored. Numerous replies have already been received from authorities willing to concur in the scheme, and the Minister is only awaiting the approval of a majority of them to call the new body into being.

No Dictation.

A Ministry of Health official who is a prominent expert on town planning outlined some of the economic and amenities which will result from a co-ordination of the London and Home Counties Area. He emphasised that it will be the function of the new body to lay down a policy, and not of the Ministry in any sense to dictate one.

"Royal Commissions for more than twenty years have recommended that the area should be treated as a unit," he said, "and the last, in 1924, recommended that the traffic area should be a combined area for town planning and traffic. Parliament only granted authority to deal with traffic, but to tackle congestion by dealing with traffic is to begin at the wrong end of the stick."

"What has to be done is to settle what function each area can best perform in the interests of the whole; whether it should be residential, open or industrial, and, if industrial, which industries can most economically be situated in it. London is constantly being pulled down and rebuilt, but not scientifically."

Unnecessary Traffic.

He instanced the tea trade, and compared London unfavourably with Hamburg. Brokers' offices, bonded warehouses, and distributors' establishments are scattered in different parts of London, with the result that there is unnecessary cross-traffic. In Hamburg all the component parts of the tea trade are placed conveniently at the wharfs where the tea is landed.

"This would give more elbow-room for central London," he said, "and decentralisation would give more still. At present, we are told, people are spreading into the country, and the underground railways are carrying them from greater distances, but this is simply adding to the problem and not solving it."

"It creates more in-and-out traffic and wastes people's time in travelling. Industries could be established outside London with the population housed near by under model conditions, and able to walk to their work. To achieve this end it is necessary to have a concerted policy over an area large enough to make planning feasible."

Restrictions.

Speculative builders will not be permitted, if the scheme becomes effective, to cover with cottages sites which would have been more valuable for factories, and to leave nothing for industry but sites which are not served by railway or canal, thus throwing more traffic on the roads.

A systematic survey will show which sites are healthiest for housing, which most convenient for factories, and which should be left open, and power stations can be built with a greater certainty of the quantity of energy they will be required to generate, and with more attention to amenities.

"Suppose Covent Garden is allowed to move to Bloomsbury," he added, "what is to happen to the people at present living in Bloomsbury? That is the kind of problem which a concerted policy will solve."

The Earl of Oxford and Asquith, Mr. Ramsay MacDonald, and Mr. Winston Churchill have accepted invitations to attend the St. Patrick's Day Banquet at the Hotel Cecil, London, on March 18.

FORBIDDEN MARRIAGES.

LOVE MATCHES THAT CAN NEVER BE.

Here are two "marriage problems" which Mr. Clark Hall, the Old-street magistrate, had to answer.

No. 1. Can I marry the widow of my brother's son?

No. 2. Can I marry my late wife's mother's sister?

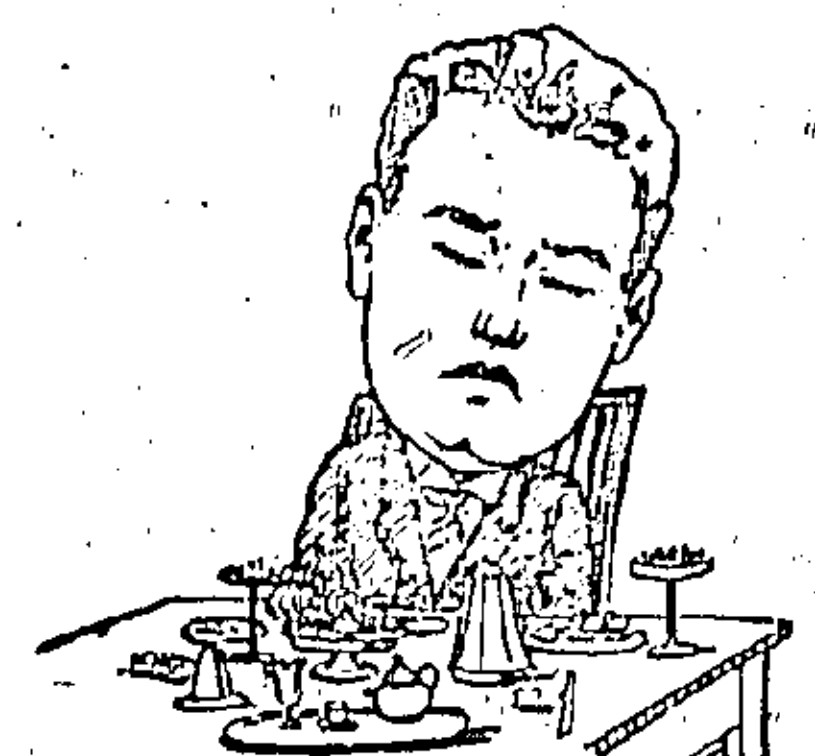
Mr. Clark Hall's answer to the questions was: "These marriages are forbidden under the old law as set out in the tables at the end of the Book of Common Prayer. The prohibited degree of relationship has been modified comparatively recently by the Acts of 1907 and 1921, whereby marriage is permitted with a deceased wife's sister and a deceased brother's widow."

"No Sense in It."

"Apparently it never occurred to the Legislature, in passing these Acts, to extend them to what is a far more remote relationship, namely, a brother's son's wife."

"I suppose no case had come before the notice of Parliament and it never occurred to them to alter the law, and as far as I can see the old law is still in force so far as these applications are concerned. There appears to be no glimmer of sense in prohibiting marriage in the case of a brother's son's widow and permitting it in the case of a brother's widow."

"I am afraid I must tell both these parties that they cannot marry the ladies of their choice by the law of England. They had better write to their Member of Parliament."



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is a symptom of sluggish liver. To correct liverishness there is nothing so good as Pinkettes, the dainty little laxative regulators. As gently as nature Pinkettes dispel constipation, banish biliousness and sick headaches, clear the skin, purify the breath, relieve Piles. Your chemist sells them; also post free, 60 cents per box, from The Dr. Williams' Medicine Co., 60, Kingse Road, Shanghai.

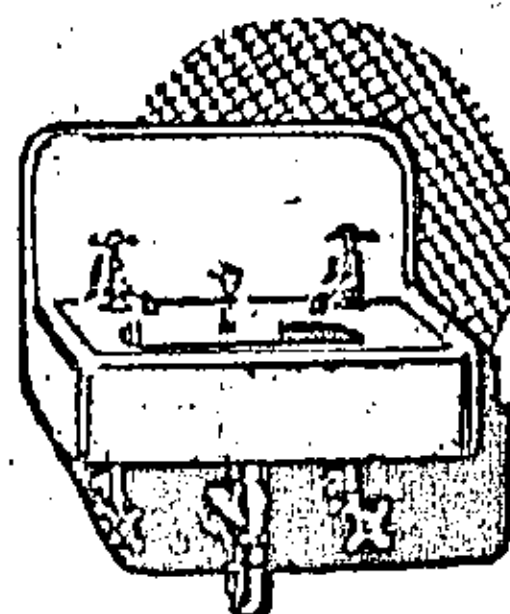
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- " 3328 Valencia
- " Cuban Rose
- " 3351 Barcelona
- " Only You and Lonely Me
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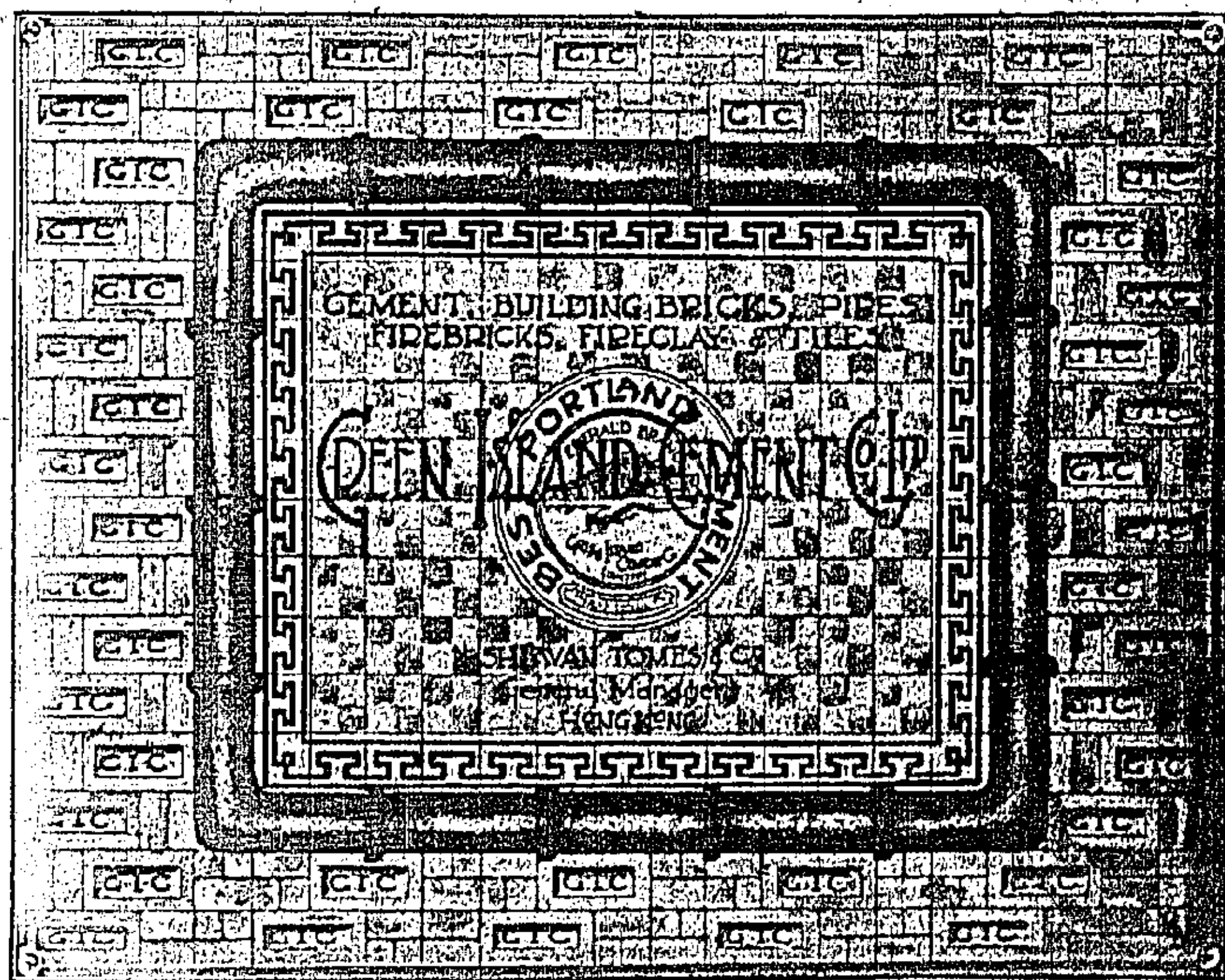
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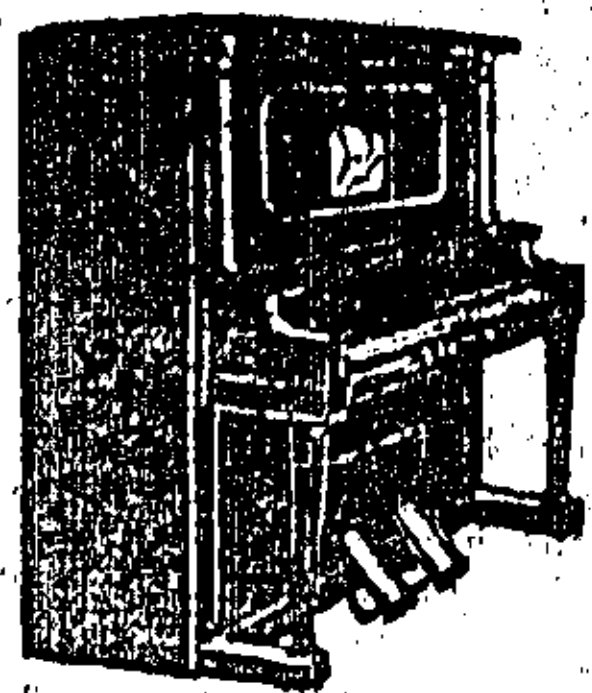
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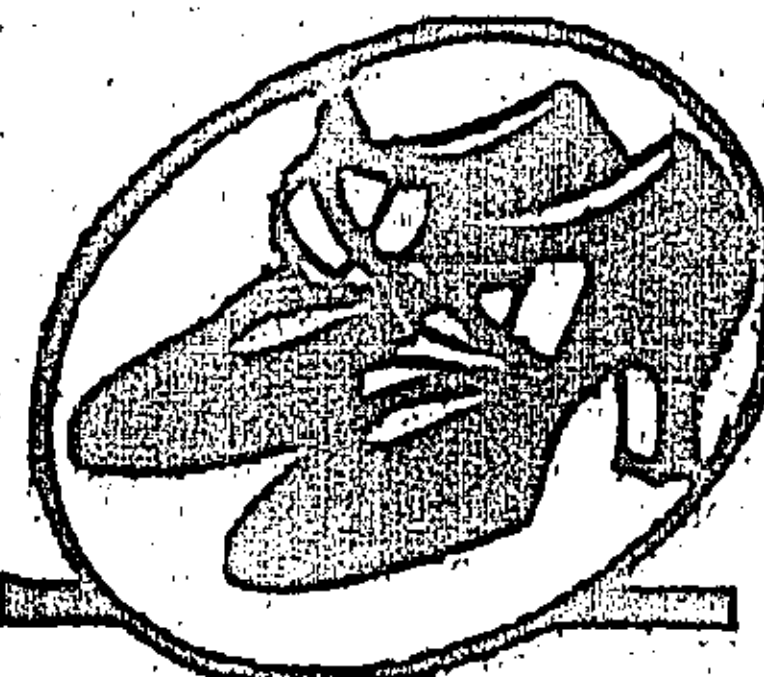
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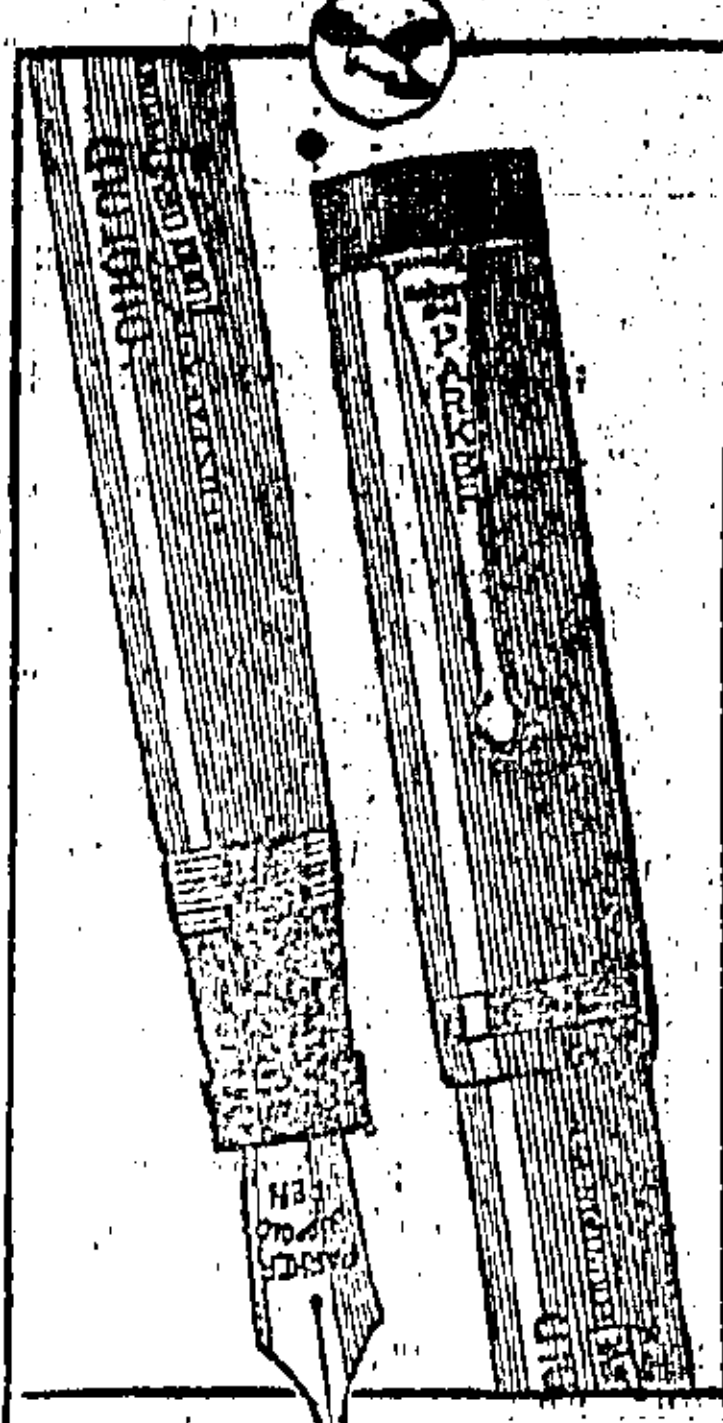
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TRADE MARK CASE.

FINES IMPOSED.

Yesterday afternoon, the case in which the Him Lee Co. and the Chung Sing Co. were charged with infringing the "cross file" trade mark of the Nicolson File Co. of America, was resumed, before Major C. Willson.

Mr. G. S. Hugh Jones represented the complainant, Mr. E. Manning of John D. Hutchison and Co., while Mr. H. J. Armstrong represented the defendant firms. A broker from Hutchison and Co. gave evidence to the effect that a purchaser of an American file would invariably ask for the "cross file" brand and would be likely to look at the brand on the file when it was produced. He was of the opinion that everybody in the hardware business would know the trade mark. He said it was about three months ago that he first became aware of the fact that German files were in the market and they were sold not by any particular brand but under the designation of "German make."

The evidence given by this witness was in Chinese but occasionally he would speak a few English words and sometimes even a whole sentence would be given in English. Asked whether he would like to speak in English, witness smilingly told His Worship that his English was "not very good."

No Suspicion.

Mr. Armstrong in opening the defence said that there were only three things which the law required his clients to prove. Firstly the onus was on his clients to prove that reasonable precautions had been taken to satisfy themselves that the mark was not an infringement, secondly that they gave all the information in their power regarding the infringing goods and thirdly that they had acted innocently. He contended that his clients had no reason to suspect that the goods which they had received from Bornemann and Co. were in any way infringing the marks of the Nicolson File Co. They had previously ordered files through this firm and had received the "globe" mark and the last consignment which was delivered bore the additional "cross file" mark. They cannot understand why the manufacturers in Germany added this mark to the original "globe" mark.

Mr. Armstrong emphasised the fact that at no time did the complainant make a formal demand for any explanation as regards the infringing files whereupon Mr. Hugh Jones explained to his Worship that he was perfectly willing to admit that his client had failed to make any demand, but that did not materially alter the case.

Canton Customers.

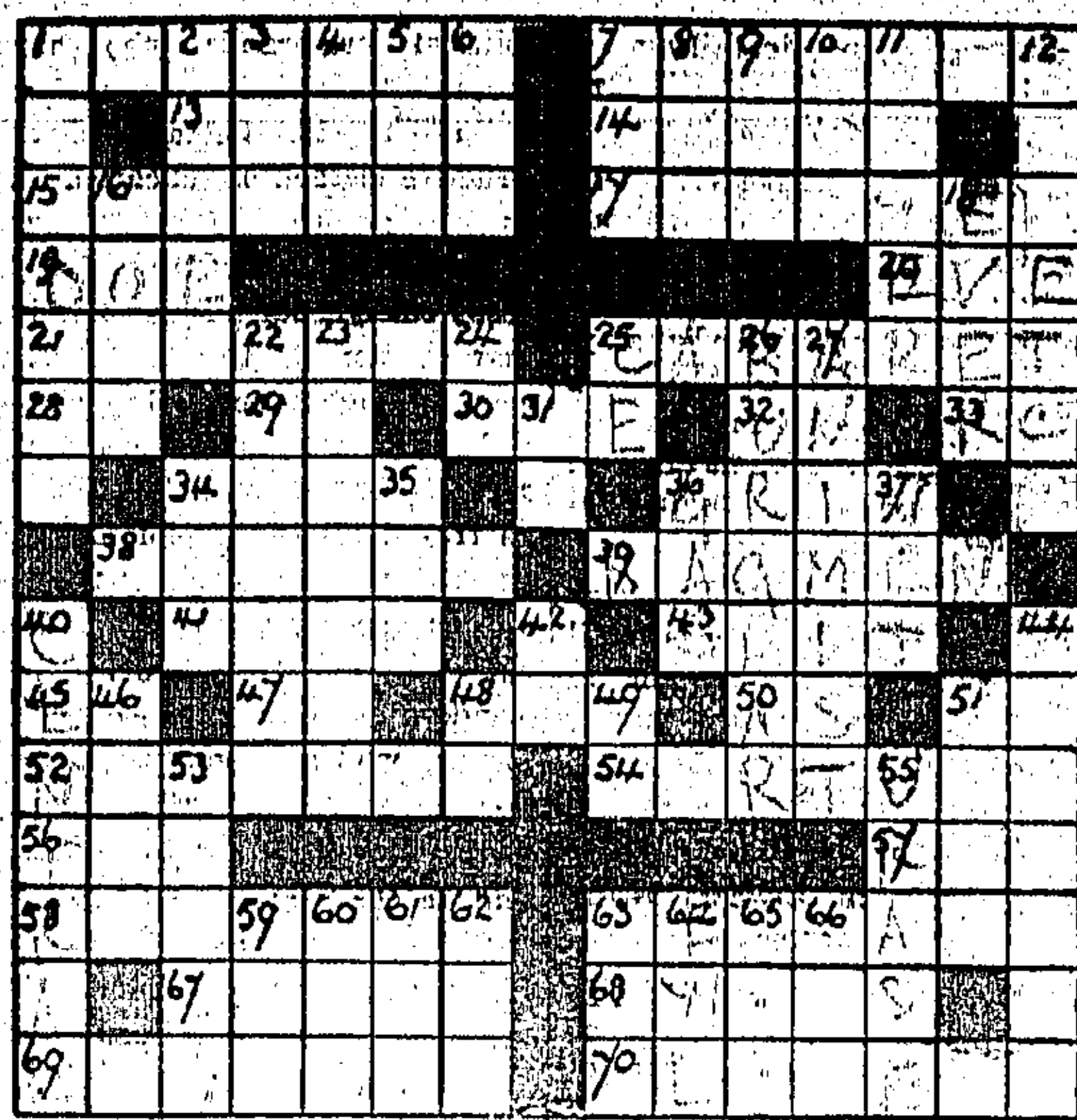
A representative of the Him Lee Company then entered the witness box and explained that the first time his firm ordered these German files was in October last. He explained that if a buyer asked for a "cross file" brand he would be shown one of the Nicolson files. The German file was only shown to customers who asked for the "globe" brand.

Cross-examined by Mr. Hugh Jones witness admitted that he was a new employee in the firm and had only been with them a little over a month. He came from Canton and was previously a cake maker.

The manager of the Chung Sing firm stated that there were many brands of German files in the Colony. Besides the "globe" brand, he named about five other brands. He first noticed the additional "cross file" under the "globe" when his attention was drawn to it by some customers from Canton. He did not think that there was harm in it and explained that no customer could be deceived by the German goods, which were sold about 25% cheaper.

Decided.
Mr. Hugh Jones handed this witness a German file and asked him if he could make out whether

OUR CROSSWORD PUZZLE.

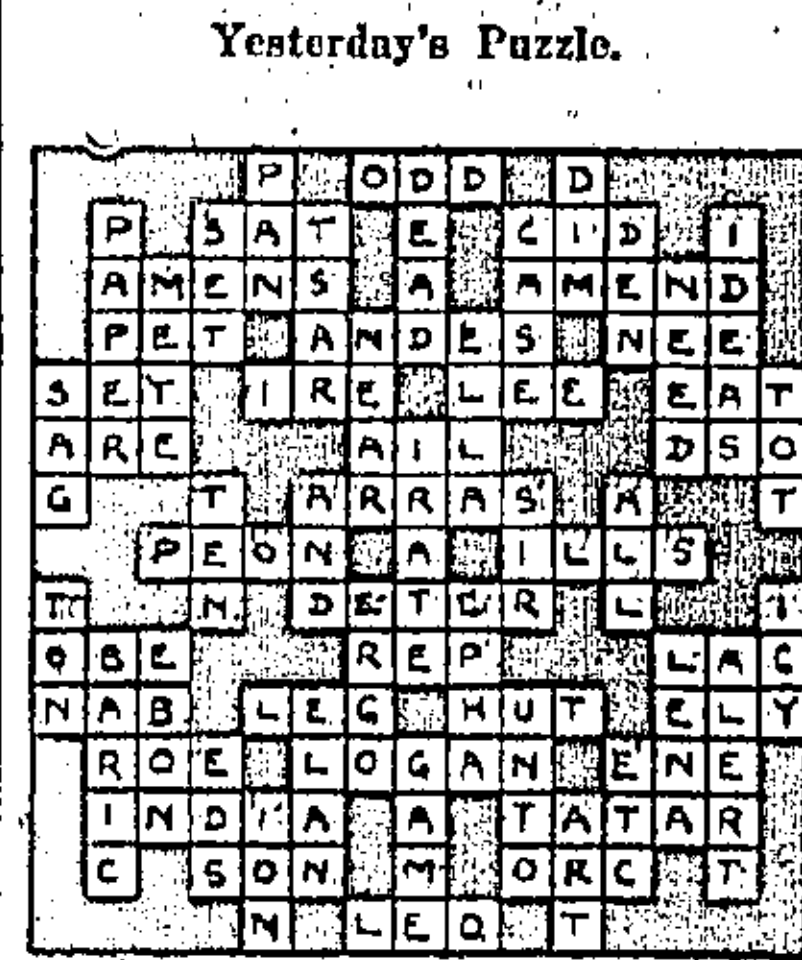


Across.

- 1 Destroy.
- 2 Emblems of good luck.
- 13 Tremble.
- 14 Short songs.
- 15 Stuck to.
- 17 Dog.
- 19 Female deer.
- 20 Mother of mankind.
- 21 Giver.
- 25 Tavern.
- 28 Long metre. (abb.).
- 29 To have existence.
- 30 Period.
- 32 Negative prefix.
- 33 Roman Catholic.
- 34 Chanted.
- 36 Smiling smile.
- 38 Fragile.
- 39 Commercial travellers.
- 41 Prepare for publication.
- 43 Cut lengthwise.
- 45 Shows denial.
- 47 Above and touching.
- 48 Single.
- 49 Like.
- 51 Motion towards.
- 52 Treated unjustly.
- 54 Warlike.
- 56 Whole.
- 57 Regret.
- 58 Excessive regard to formality.
- 60 Performs again.
- 62 Dusk.
- 63 Adjudge.
- 69 Toothed.
- 70 Press down.

Down.

- 1 Small spade.
- 2 Made of ash wood.
- 3 Definite article.
- 4 Obtained from coal.
- 5 Add to.
- 6 Primary colour.
- 7 Floor covering.
- 8 Exist.
- 9 Title.
- 10 Automobile.
- 11 Species of Willow.
- 12 Extend.



Yesterday's Puzzle.

PROPERTY SALE.

WING LOK STREET LOT FOR \$49,500.

There was a fair attendance at the China Auction Rooms yesterday afternoon, when property situated in Wing Lok Street was put up by Mr. E. V. M. R. de Sousa and was knocked down at a good price.

The property put up was that known as Section D of Marine Lot No. 227, together with the buildings thereon described as No. 162 Wing Lok Street, held for the residue of a term of 99 years from 1871 and having an area of 1,087 square feet at an annual Crown Rental of \$18.70.

Opening at \$40,000 with bids of \$500 acceptable, raises were all at this figure and were fairly brisk up to \$48,000. Three more raises brought the sale price up to \$49,500, at which sum the lot was knocked down to Mr. P. K. Kwok acting for Messrs. Wong Wai Pak,

the Minister of Trade. The workers are demanding twenty-five per cent. increase in wages and the owners offer six per cent. hence the deadlock. Socialist circles are considering a sympathetic strike.—Reuter.

TEXTILE STRIKE.

GOVERNMENT INTERVENES
IN LODZ DISPUTE.

Warsaw, March 11.
The Government has taken in hand the strike of the 200,000 textile workers in the Lodz district and has invited the millowners to come to Warsaw to confer with

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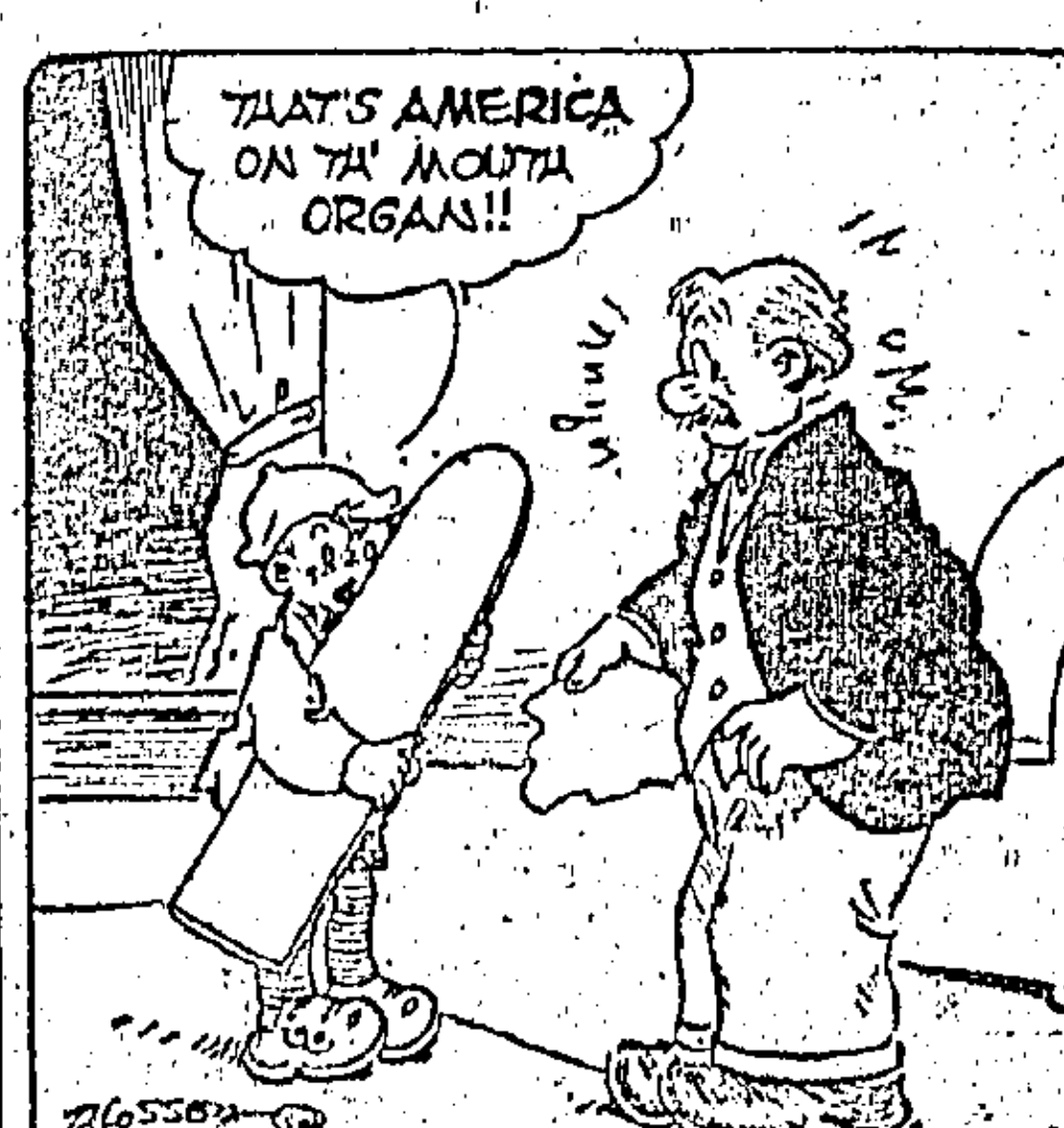
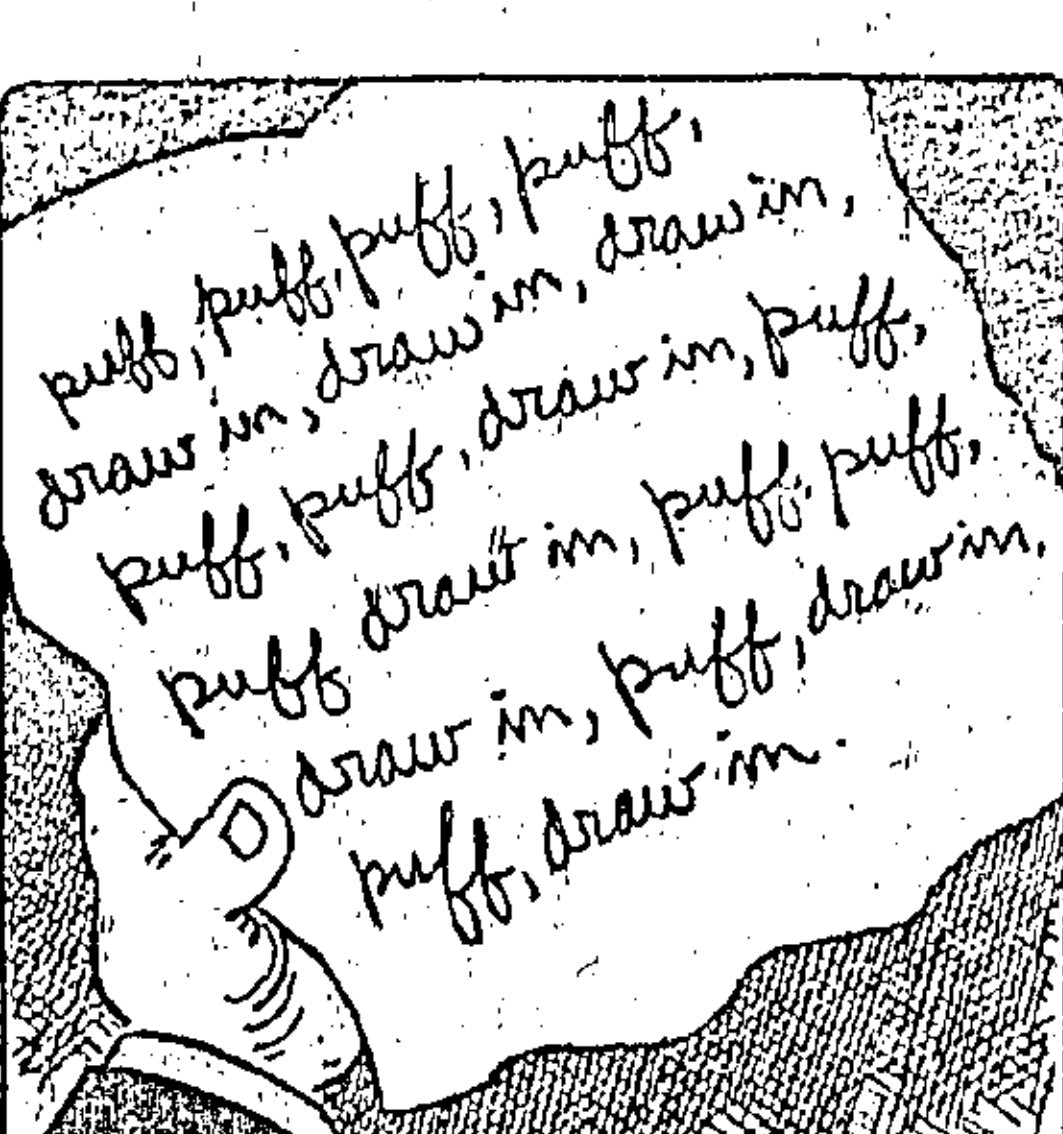
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by selecting
a style that becomes
you.

Be one in a thousand,
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Stylish Costumes
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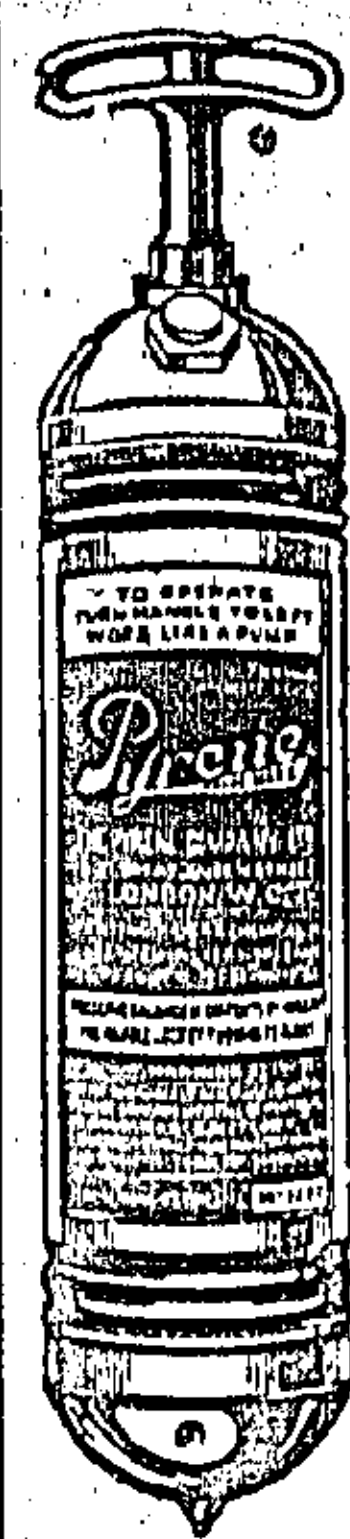


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LADIES' SALON.

PROTECT YOUR CAR



by installing a
"PYRENE" Fire
Extinguisher.

"PYRENE" will
kill fire without
damage to the
engine, woodwork
or upholstery.

Water sprays a
petrol fire; sand is
inefficient and will
put the engine out
of action.

"PYRENE" Ex-
tinguisher is small
in size, light in
weight and easy to
handle.

"PYRENE" does
not deteriorate and
is always ready
for use.

Keep a "PYR-
ENE" handy on
car and in garage.

Mustard & Co., Ltd.

Incorporated into the Companies
Ordinance Hongkong.

Alexandra Buildings,
Des Voeux Road Central.

The
Hongkong Telegraph.

SATURDAY, MARCH 12, 1927.

TERRORISM.

No possible good to anyone can
ever come out of terrorist methods
such as are now being employed in
Shanghai to intimidate and fright-
en loyal workers whose only de-
sire is to do their allotted job of
work and live in peace with the
rest of the world. Political ex-
tremists who descend to the level
of hiring "gun-men" to deter those
who, otherwise, would be quiet
citizens, will most assuredly find
that they are playing with a weapon
which will recoil on themselves
with disastrous effect, although
at the moment it succeeds in creat-
ing that disarray in which the
spread of wrong ideas is most
easily achieved. We here in
Hongkong have had not a little ex-
perience in Labour Union intimidat-
ion, for both in the 1922 and
1925 strikes there was obvious
intimidation behind the sweeping
seeming disaffection which per-
meated through all classes of la-
bour. We know that house ser-
vants were made "afraid" to stay
at work, and we also know that
there was a repercussion of that
intimidation in instances of rough
chastisement meted out to would-
be bullies and hooligans. There
is always, however, a very large
number of easily-swayed Chinese
among labouring classes ready to
follow threatening instructions
without audible murmur and it is
the size and bulk of this group
which gives rise to the impression
that the majority of the workers
are themselves animated by
discontent and rebellious feelings.
We do not believe that this is so.
Reuter reported yesterday two in-
stances of strikes at cotton mills
in Shanghai over ostensible rea-
sons of utterly foolish character,
and it is obvious that behind these
ostensible reasons there is an-
other force at work—the force of
threats. It is a force which is
having the desired effect at the
moment, but we are optimistic
enough to hope that the tradition-
al good sense of Chinese workers
will return, and that when they
realise that they have been made
but the pawns of self-seeking
agitators and political schemers
they will take their own methods
of exacting retribution. It has
happened in several instances in
Hongkong, and everything points to
it happening again in Shanghai.

It is indeed unfortunate that all
over China to-day there is being
made an appeal to the lowest
form of intelligence and not to
the quiet reason of the people.
Riots and strikes, mob lootings
and acts of molestation have all

been inspired and fomented by
political fire-brands who have
chosen "terrorist" methods as
against the more effectual and con-
structive method of education and
quiet negotiation. China is un-
doubtedly going through a time of
great change but she is affecting
that change to the accompani-
ment of much undesirable incident
and the irritation of her own
nerves. Crowd psychology cannot
be frayed up and exploited with-
out leaving behind a big residue
of dangerous temperament and
bad example, and those self-styled
"leaders" of the Chinese people
to-day who are getting things
done according to their liking by
means of enraged mob help will
find, in the years ahead, that the
froth on which they now ride is
likely to persist and bubble dis-
concertingly about them. They
are playing with dangerous forces
which it might have been better
to calm than incite. Workers the
world over have a habit of find-
ing out things for themselves, eventu-
ally, and we do not think that Chi-
nese workers differ largely from
others in this respect. When they
find out everything and realise
that they have been made pawns
in the game of political schemers,
it will not be a healthy day for
those who are now doing all the
scheming.

A Deserved Tribute.

His Excellency the Governor
last evening struck a most appro-
priate note at the annual dinner
of the Institution of Engineers
and Shipbuilders when he spoke
in glowing terms of the work
which engineers have done in the
past for China and of the future op-
portunities along the same lines
when peace and order become re-
stored. He prefaced his remarks
with a just tribute to the engineers
of Hongkong, who, as he pointed
out, have in a literal sense built
up the Colony. The ordinary lay-
man is all too prone to take things
for granted, and it is therefore
well that now and again some re-
minder should be forthcoming of
the debt which we all owe to
technical men. Two points touched
upon by His Excellency are of
special attractiveness—namely,
his references to the future of
railways and aviation in China,
particularly as they concern this
Colony. The day will assuredly
come when it will be possible to
take a return railway ticket from
Kowloon to Calais; indeed, it
ought long since to have been with-
in the bounds of practicality.
For more years than we care to
remember, there has been talk of
completing the link between Can-
ton and Hankow, which is essen-
tial to the prospect referred to,
and had the Chinese authorities
concentrated on work of this
character instead of frittering
away money on military expedi-
tions, the dream would have been
a reality long ago. On the matter
of aviation progress, there is,
similarly, no reason why, once pre-
vailing unrest is ended, regular
services should not be maintained
between this Colony and the big
cities of China. Indeed, from
whatever angle we look at matters
there are great possibilities in the
future of China, and, as in the
past, men of technical knowledge
and engineers especially, can, if
given the opportunity, play a
leading part in future develop-
ments.

"BOB YOUR HAIR."

NEW CANTONESE SLOGAN.

"Bob your hair: it is the badge
of freedom." This is the ex-
hortation made by female agitators
and speakers to the women in
various towns and cities in Che-
kiang which have recently been
included in the Cantonese sphere
of conquest.

A correspondent, writing to the
Shanghai Times, from a city in
East Central Chekiang says with-
in the short period of ten days only,
merchants and other people of
note are utterly sick of the new
Nationalist regime.

He writes:—What authority
there is seems to be in the hands
of students, well-trained in Bol-
shevick methods of agitation and
intimidation, but absolutely ignor-
ant of methods of ordinary local
government. Srenuous efforts
are being made to get the various
trades to form workmen's unions,
but with little success so far.

Revolutionary placards are
posted all over the city and pro-
paganda leaflets are being widely
distributed.

DAY BY DAY.

HE THAT WILL NOT REASON IS
A FOOL; AND HE THAT DARES NOT
REASON IS A SLAVE.—Sir W. Drum-
mond.

There was a clean bill of health
in the Colony yesterday.

Mr. J. E. Joseph, who has for
some time been residing at the
Hotel Cecil, was to leave London
for Hongkong last month.

The forthcoming wedding is an-
nounced of Captain Patrick Carson
Perfect, of the K. O. S. B., and
Helen-Ann Hog, of Edinburgh,
Scotland.

A dog belonging to Mr. E. S. C.
Brooks was taken to the Kennedy
depot yesterday after it had bitten
an amah employed at Queen's
Gardens.

The following appointment was
made by the Secretary of State for
the Colonies during the latter half
of the month of December. Mr. J.
Barrow, Cadet, Hongkong.

Mr. Ellis Ashmead-Bartlett,
C.B.E., is on his way to China on
behalf of the *Daily Telegraph* in
order to supplement the work of
resident correspondents there.

It is notified for general in-
formation that His Honour the
Chief Justice has ordered that the
next Criminal Sessions shall be
held on Monday, 21st inst., at 10
o'clock in the forenoon.

The forty-third ordinary yearly
meeting of shareholders of the
Hongkong Rope Manufacturing
Co. Ltd., will be held at St. George's
Building on Thursday, March 24,
at 11.30 a.m.

Under the Companies (Winding-
Up) Ordinance it is notified that
in the matter of the Kwong Chow
Hotel Co., Ltd., a first and final
dividend of 100 per cent. has
been declared.

The P. and O. s.s. Nagpore,
which left Yokohama on the 5th
instant, is due here to-day at 4
p.m. and will sail for Saigon,
Straits and London at daylight
to-morrow.

There has been added to the
list of medicine practitioners the
name of Dr. Mah Sun-shan, of 229,
Queen's Road Central. Dr. Mas
is Agakushi of the Aichi Medical
College, Japan.

The *Hongkong Nippo*, a local
Japanese newspaper, has ar-
ranged with the Grand Theatre,
Wanchai, to screen the film of
the funeral of the late Japanese Em-
peror. The show will commence
on the 16th inst., at 5 p.m., and
will probably last a whole hour.

Saltpetre (potassium nitrate),
Chili saltpetre (sodium nitrate)
and sulphur, in quantities exceed-
ing 150 lbs., have been declared
to be dangerous goods within the
meaning of the Dangerous Goods
Ordinance. Regulations are also
issued concerning the storage
of such goods.

Mr. Reginald Francis Orlando
Bridgman, a former member of
the British Diplomatic Service,
who is acting as the unofficial
propagandist in London for the
Cantonese Government received
a set-back in his home village of
Pinner on Feb. 5. He aspired to
become a member of the Hendon
Rural District Council, but in a
triangular contest was at the
bottom of the poll.

A most enjoyable dance was
held last night at the Kowloon
Dock Reading Room in aid of the
Dock's Soldiers and Sailors
Recreation Fund. There were
about a hundred people present,
and music was supplied by the
Lyric Band. The dance pro-
gramme included the "Paul Jones",
danced for the first time at the
Dock. We understand that good
progress is being made with the
erection of the sheds for the
entertainment of Service men
during the coming months.

WIRELESS TELEPHONY.

HAVANA TALKS WITH
LONDON.

London, Mar. 11.
A new era in diplomatic relation-
ship was inaugurated to-day when
the Cuban Foreign Minister at
Havana conversed with Mr. G.
Locker-Lampson, of the Foreign
Office in London, by wireless tele-
phone, inaugurating telephonic
communication between London
and Latin America.

Mr. Locker-Lampson, acknow-
ledging the Cuban Minister's
message, said that this was won-
derful development and that wire-
less telephony cannot fail to
bring Cuba and Britain closer
together.—*Reuter*.

IN LIGHTER MOOD.

Some Impressions of Germany.

I met him first in the Harz Moun-
tains soon after the war, in a little
barber's shop beside the hotel at
Schierke, where soup, fishing
rod and such like articles form
part of his stock in trade. With
his somewhat bent figure and peer-
ing eyes he seemed to belong in a
strange way to the landscape in-
stead, to be a creature of the mys-
terious wooded hill over which the
genius of Wagner brooded and in
which Goethe loved to wander.

Through the little window of
the shop I caught a glorious view
of sunlit hills, far away to the
deep pools of sapphire that hung
above the horizon. I called his
attention to the beauty of the
scene, and he stopped in the act
of shaving me, and looked gloom-
ily in the direction of the pine-clad
hill.

"Do you know," he asked in his
broken cultural English, "ze
Waterloo Road?" "London?" I
hazarded. A vision of hurry in a
taxicab down a particularly ugly
street in chase of the train which
was to bear me away into the
country crossed my thought.

He nodded, and when I added,
pointing to the window with a
smile, "How different from this
lovely scene," his face clouded
over. He whispered eagerly in
my ear, as if he wanted to un-
burden himself of a secret which
had long been in his thought. "I
love ze Waterloo Road. Ach! to
be there again. Lieber Himmel,
to be in ze Waterloo Station again!"

"You know," and his voice grew
louder, "ze barber's shop—it is
underground—in ze station? Full
of ze people who come and go—
and ze tips! Such nice tips, nice
good money. No paper marks in
ze Waterloo Station."

His general attitude and old
peering look took on a new mean-
ing. A man who had lived under-
ground, a veritable gnome, not of
the Harz Mountains, but of a
London railway station! "And ze
Brixton Road," he went on, "I
lived there over my brother's shop.
Nice shop full of ze little fancy
works, I kept bulldogs and sold
them to ze English ladies. Lovely
bulldogs!"

LATE DR. SUN.

BIG OBSERVANCES TO-DAY.

To-day is the second anniver-
sary of the death of the late Dr.
Yat-sen, an event which is being
observed both in Hongkong and
Canton, as well as China generally.
There is to be a special gathering
at the Lee Gardens in Hongkong.

The Canton Municipality an-
nounces that all due respect must
be paid by the citizens to the
memory of the National leader.
The public are to observe three
minutes' silence at noon, all
electric lights in homes and shops
are to be turned on, as well as
those in the streets and malloos.
No theatrical performances will
be allowed. Public entertainments,
whether for government organiza-
tions, or other organized bodies,
must be suspended. Music is also
prohibited.

Two separate commemoration
ceremonies will be held at noon.
One will take place in the Chung
Shan University, to be convened by
the various youths' organizations,
schools and women's unions.
The other will be held at the
East Parade Ground under the
auspices of the preparatory com-
mittee of various classes. This
ceremony will be attended by mem-
bers of government organizations,
the Kuomintang departments, and
militant Publicity Department.

there no paper money . . . and
ze Brixton Road, ze lovely Brixton
Road, where ze little shop was."

I met him again five years later
in Berlin, and his figure was more
upright, his eyes had lost that sad
peering look. He knew me at
once. I suppose that is part of
the barber's business, and he wel-
comed me effusively.

"Ach," he said, "I was sad then
when I saw you first, sad like all ze
Chermans. But ze wage and ze
tips, English, nice, kind people,
ze English; but I no longer want
ze Waterloo Station again to see,
or ze Brixton Road. Ze business
bad I hear, it better here. Cher-
many, she recover."

But I had dozed away after a
long night's journey, and was
dreaming of "ze Waterloo Road"
and the smell of the fried fish shop
as you turn the corner into the
station.

Some German acquaintances of
mine whom I knew before the war
had invited my wife and myself
to lunch. I was glad to meet them
again. The husband, who had
married an English wife, had been
through the war.

"You know," he said, when we
were alone after lunch, "that we
had a great admiration for the
French, British and American sol-
diers who fought against us.
German soldiers never sang that
foolish hymn of hate in the trenches,
nor did anyone that I know of.
We read Shakespeare and
Longfellow in our dugout. I re-
member an old copy of Henry
James. We often talked of the
future when it would all be over,
and we should meet you again and
our American friends."

His voice broke a little. "Then
we found you believed all those
dreadful stories of us, such as that
we starved our prisoners, and we
heard that you called us 'Boche' and
'Hun.' Do you still believe
all that?"

He looked appealingly at me.
"No," I said. "War is dreadful,
and no doubt dreadful things were
done. But who shall condemn an-
other nation?"

"He looked at me disappointed.
"You don't understand," he said,
"how these things hurt. Just
the same stories were told of the
allied troops, but I never believed
them. I have an English wife. I
have French relations. It pained
me when in England a year after
the war people draw back when I
gave my name."

"You would be quite welcome in
England or America now," I said.
"You need not fear that again.
The horrors of war have faded
from the public thought."

"I am glad of that," he replied
reflectively. "For if it is peace,
we must think in terms of peace,
if peace is to endure."
"We are trying to," I said.
"Perhaps you would like to know
that I have never met a soldier
who was in the thick of the fight
who talked of the Germans as
'Huns' or 'Boches.' Fritz was al-
ways the word. And the British
soldier—I can speak of many I
know—had the greatest admiration
for the bravery of the German
soldiers, and especially of the of-
ficers. We thought that you put
up a wonderful fight against great
odds."

BRITISH EXPORTS.

TROUBLES IN CHINA CAUSE
DECLINE.

London, Mar. 11.
In explanation of the de-
crease of nearly \$10,000,000 in
British exports, for February as
compared with February 1926, it
is stated that a decrease of
\$4,000,000 was accounted for by a
decline in cotton yarns and manu-
factures. Much of the drop in
exports is attributed to troubles
in China.—*British Wireless*.

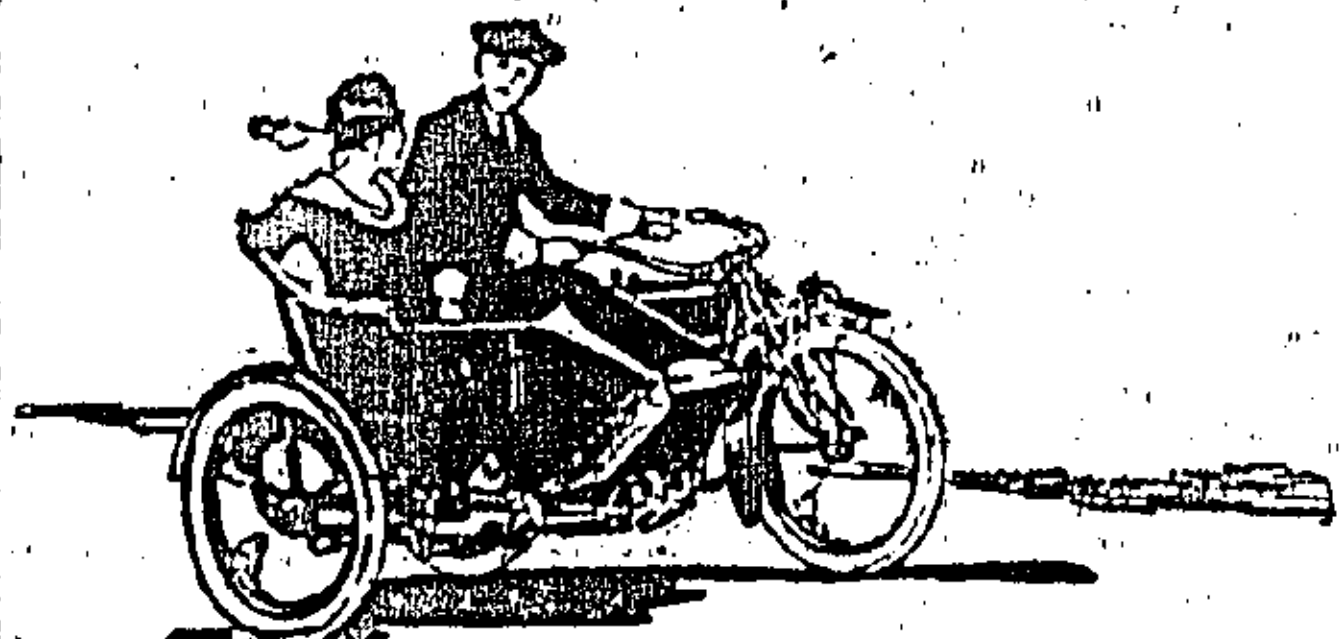
unions of merchant, peasants and
workers.

Following the ceremony, there
will be a big procession and street
parade throughout the city.

Open-air lectures dealing with
the life and history of Dr. Sun and
his principles will be given to the
public. A four days' propaganda,
which started on Friday, will con-
tinue till Sunday. Lectures will
be delivered every evening by
prominent personages in various
schools and theatres, the Chung
Shan, Lingnam, Kuokuan Univer-
sities, Nam Mo and Pui Ching
schools, Hoi-chu and Po-wa
theatres.

Special leaflets will be dis-
tributed by the Provincial Kuo-
the Kuomintang departments, and
militant Publicity Department.

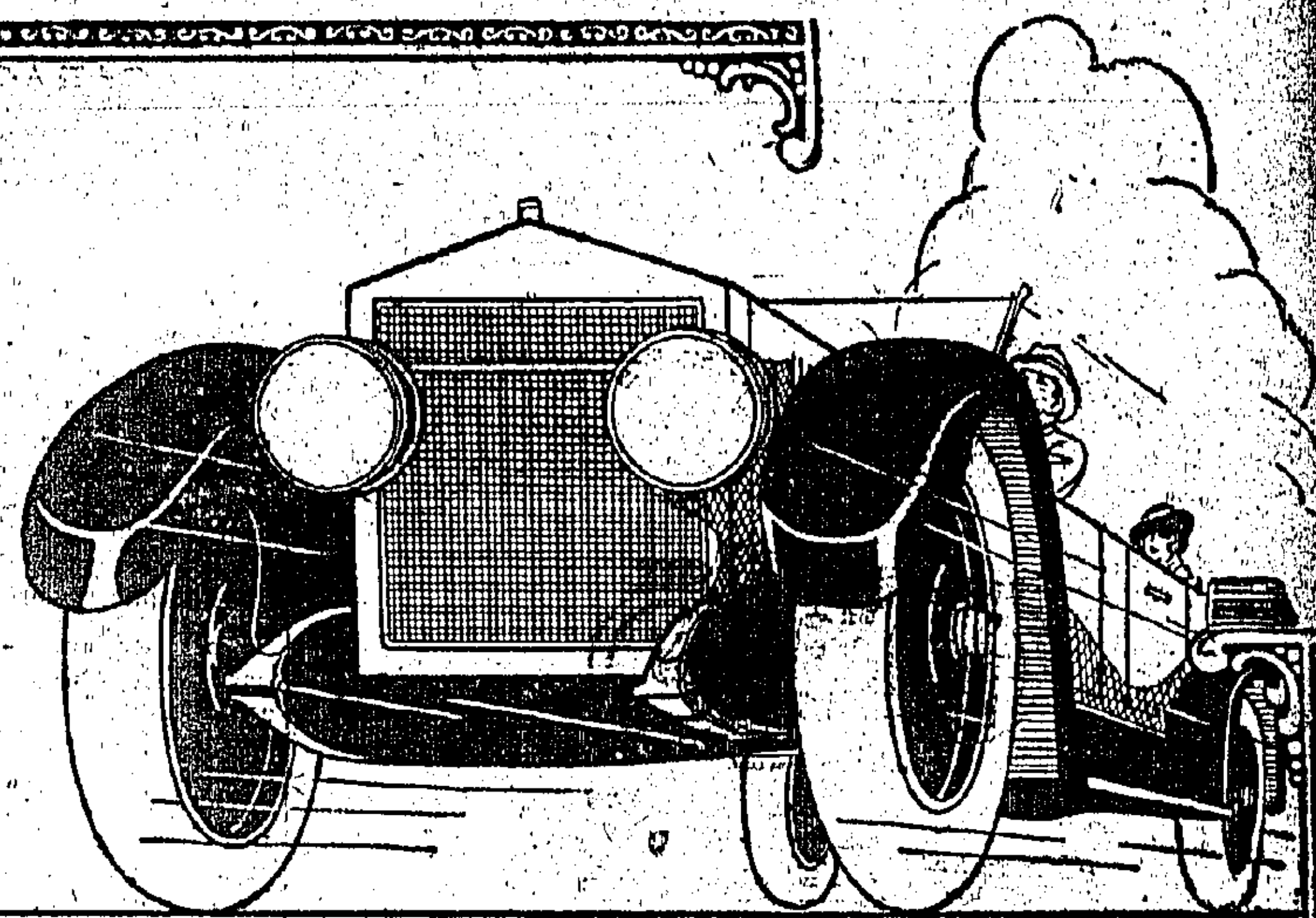
MOTORING SUPPLEMENT



OF
THE HONGKONG TELEGRAPH.

SATURDAY, 12th MARCH, 1927.

Being The Official Organ of
THE HONGKONG AUTOMOBILE ASSOCIATION.



CURRENT COMMENT

Future Needs.

We have many examples of mistakes made in the past in regard to city planning and development, but an excuse is forthcoming when it is remembered that in those days, automobile traffic was practically unthought of. Now that motor vehicular traffic has become a necessity, steps should be taken to cater for the requirements of the future. No matter what amount of pessimism prevails at the moment, Hongkong's future is sure to be prosperous, and the time must come when the number of motor vehicles will run into as many thousands as it now does hundreds. Unless provision is made now, the congestion which will then arise will present a difficult question for future Authorities to deal with, and they will bemoan the fact that their predecessors showed lack of foresight.

Encouragement.

Every encouragement should be given in developing the automobile industry here. In the main sense, this has been given by the building of excellent roads, but if roads exist which tempt people to become motor car owners, it necessarily follows that adequate provision should be made for the storage of cars. The few garages in the Peak district are all in use, even at a rental which is far too high. It should surely be possible to devise a type of public garage containing private lock-ups which could be rented at a more moderate figure. The matter of large garages in the city precincts rests with the enterprise of private concerns, but in such cases also, the Authorities should render every possible assistance.

Garages.

In every important city in the world, the problem of providing adequate parking space for motor vehicles has arisen, and it has proved a particularly hard problem to solve. London and New York have both had to resort to underground space for the purpose as well as many storied buildings, and now Paris has commenced to erect large buildings, each floor of which will serve for car storing purposes. Although the problem is not so acute yet in Hongkong, the time must come when some provision will have to be made for the housing of motor vehicles on a larger scale than at present exists. In some respects, this Colony is faced with a more difficult problem than that which obtains elsewhere. The majority of residences, whether Chinese or European, are so situated that the provision of private garages is impossible, and this fact, coupled with the limited public garage space available, is a factor which greatly hinders the expansion of the automobile trade here. True, the number of cars is ever increasing, but with better facilities for storing, we believe that a much greater trade might be done.

Traffic Control.

At the junction of Queen's Road, East, and Arsenal Street, traffic signalling lights are being erected and will be controlled by a policeman stationed on the South side of Queen's Road. There will be only two sets of lights, a red and green in each case. These lights will operate for traffic coming out of Arsenal Street into Queen's Road, and for easterly bound traffic in Queen's Road. The lights are being in-

stalled on the north and south side of Queen's Road. Vehicles travelling westward along Queen's Road will not be subject to signals as they will enter the flow of traffic coming out of Arsenal Street. There is plenty of room for a motor vehicle travelling westward to pass a moving tramcar on the left side.

Now Closed.

Since our comment of last week regarding the use by some motorists of the lane which runs parallel with Garden Road and Upper Albert Road, action has been taken by the Authorities, and a "No Motors" sign now appears at each end of the lane. Those motorists who sent us the complaint will doubtless appreciate the practical sympathy of those responsible for the closing of this road.

Speed Limits.

Quite a number of motorists are unaware that there is no speed limit in Hongkong or Kowloon, with the exception of certain controlled areas which are indicated by signs. Formerly a limit of 15 miles per hour was enforced, but this regulation has been rescinded. This is in line with general practice throughout the world now. It must be understood however, that "dangerous driving" is an offence which rightly meets with stern action by the Police.

"The Autocar."

Regarding the arrangements made whereby members of the Hongkong Automobile Association may subscribe to *The Autocar* at a special rate, we are asked to announce that members proceeding Home on leave may have copies posted to their Home addresses by notifying the Honorary Secretary.

Kowloon Buses.

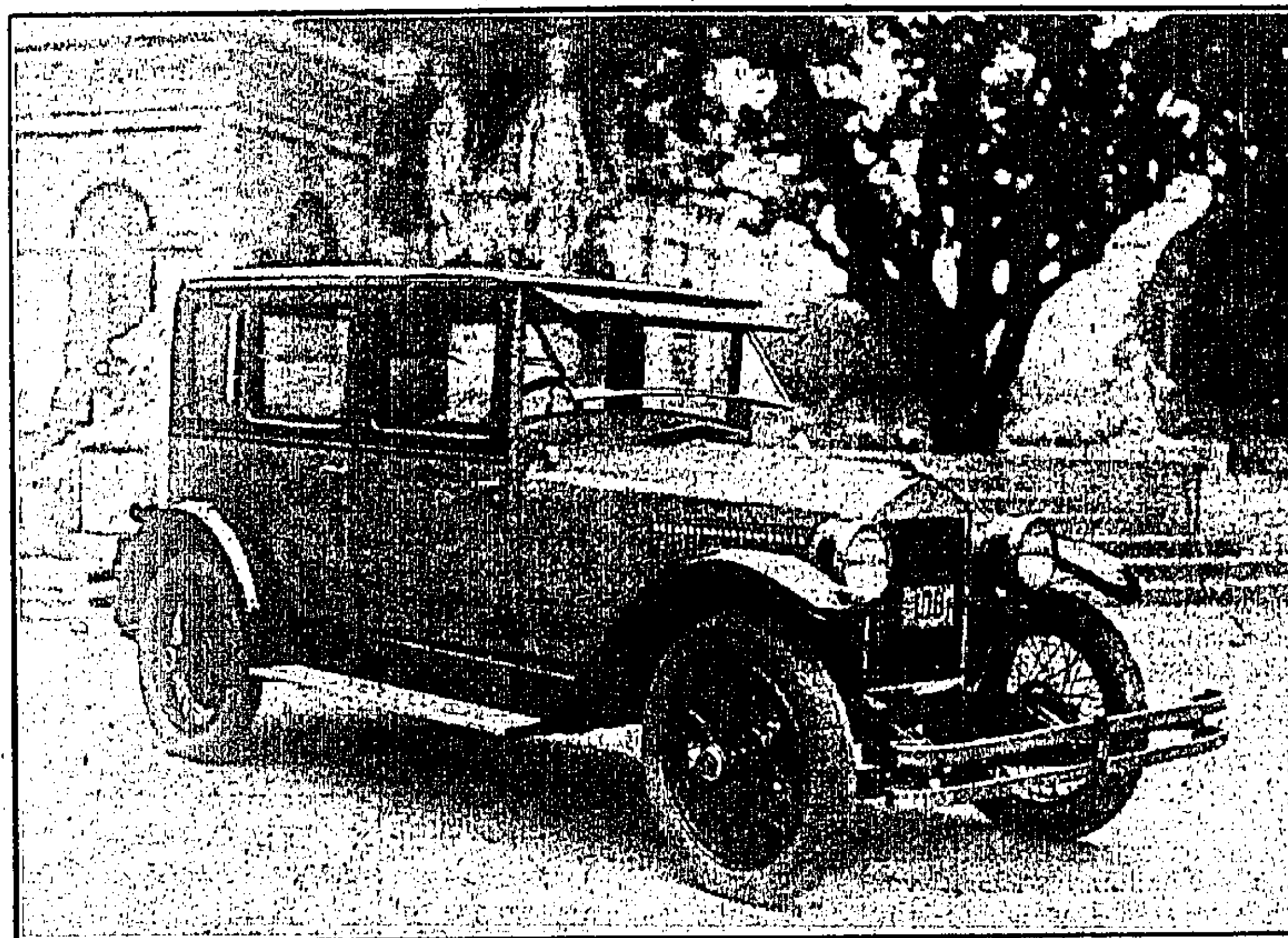
Kowloon motor cyclists will be pleased to learn that in view of the danger caused by oil deposits on the main traffic roads special oil catching pans are to be fitted to buses in the near future which will be specially designed to fit the crank cases of the engines of the majority of buses at present in use, and which will be completely oil tight. One company has already had them fitted, and within a month or six weeks every Ford bus will be so fitted. Those at present in use are suspended by brackets with open sides so that when they get fairly full the oil leaks over the sides on to the road. The new ones, which have been specially designed, will fit flush with the crankcase, and the only means by which the oil will be able to leak will be through a draining cock situated at the bottom. Thus the pans can be easily drained and cleaned. Those who have experienced the dangers of oily roads, to which a correspondent drew attention in these columns last week, will appreciate this step.

FRIGIDAIRE.

Installed on British Trains.

The long-felt want of ice by travellers on British railroads is about to be filled by Frigidaire, the electric refrigerator, a product of General Motors. The "Flying Scotsman," Britain's crack train, is already equipped with Frigidaire.

AN ATTRACTIVE FOUR-DOOR ESSEX MODEL.



The makers of "Essex" cars, pioneers of the moderate priced automobile with a six-cylinder power unit, believe in giving their customers exceptional value for money. The above photograph, recently taken in Hongkong, shows one of the latest four-door models. (Photo by Mee Cheung. Photo engraving: S.C. M. Post).

NEW EPICYCLIC GEAR.

An Additional Speed for Ford Cars.

By Capt. E. de Normanville,
in *The Daily Chronicle*.

I had an opportunity yesterday of inspecting another new epicyclic gear designed by Mr. J. A. Furness, of Coldharbour-lane, London, S.E.5, a three-speed model of which gear has been adapted to an existing Ford car.

It is, fact, an addition of a third speed to the existing Ford gear, which, as most motorists are aware, is a two-speed full-spur epicyclic.

An improved design of control has been fitted, and further improvements in the control gear are being developed.

It is not generally known that this mechanism in such a gear is as difficult a problem as the design of the gear itself—if the control is to conform to or improve upon ordinary driving principles.

The Furness gear can be turned into a four-speed model by the addition of another train of planet wheels and a loose sun wheel.

MOTOR TRADE CHANGES.

Some important changes in motor trade policies have just been brought to fruition. After 25 years as a unit organisation, the Society of Motor Manufacturers and Traders has decided to sectionise itself.

The change will make no difference, so far as the public is concerned, in regard to the chief item which interests the public—the annual Motor Show.

There will be three main sections (a) British manufacturers; (b) Importers; (c) Factors. Each will have a certain degree of independence and financial power. The retail side of the trade will be represented by nominated members.

CURRENT HUMOUR.

Motorboat Coxswain—"Do you want to go to Kowloon, Missio? "No, I have to."

Customer—"Have you a book entitled, 'How to Acquire a Good Carriage?'"

Clerk—"No, madam, but here is one, 'A Dozen Ways to Obtain an Automobile.'"

Aeronautics Prof—"I have been training men to fly for the past five years and I've never heard a complaint! Now, what does that prove?"

Voice from rear—"Dead men tell no tales!"—New York Medley.

The Auditor-General reports that the expenses of the South African Union Government in connection with the visit of the Prince of Wales in 1925 were £25,000. The Government, however, saved £41,000 by the release of 15,000 prisoners in honour of the occasion.



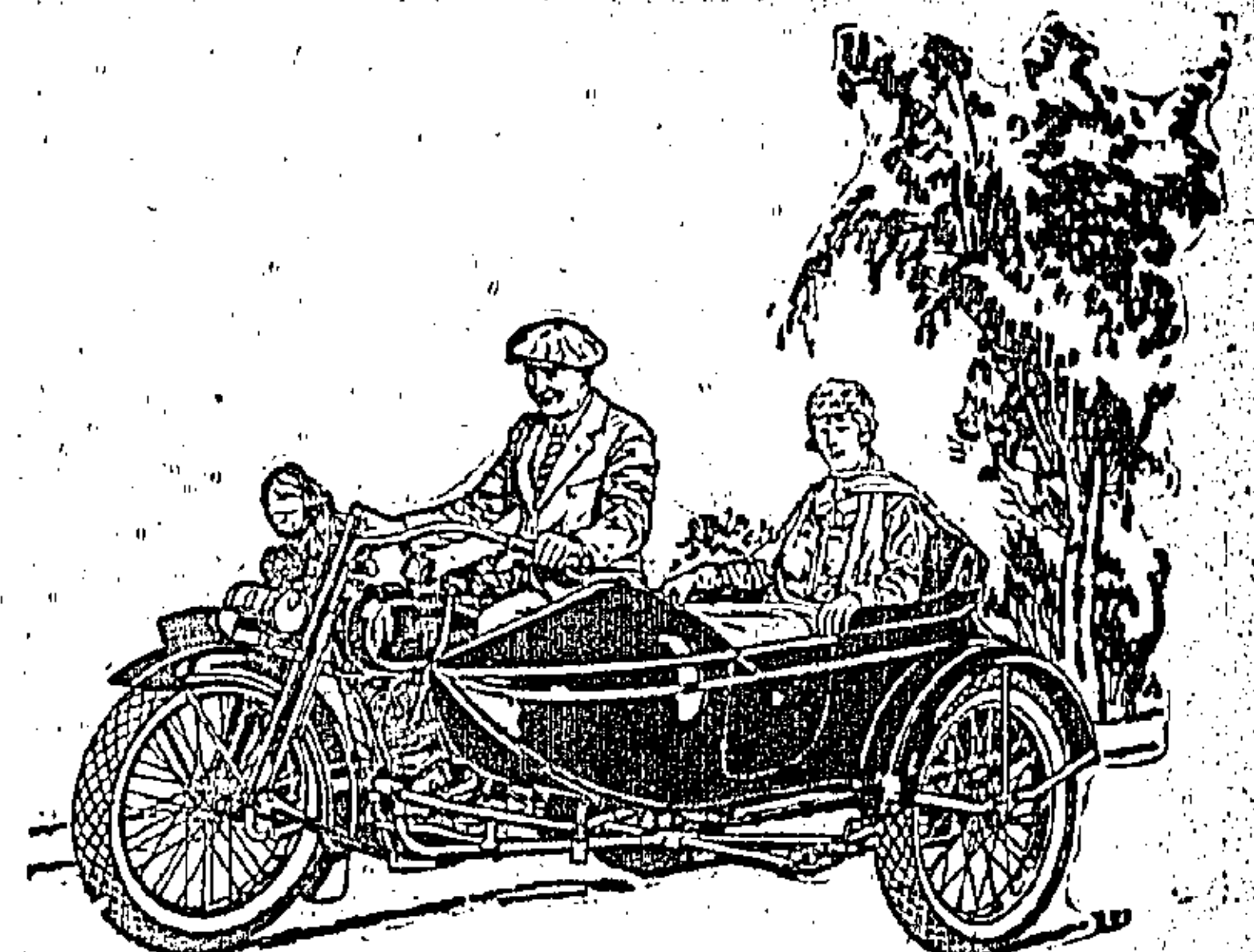
BUICK STILL LEADS.

First Place for Ninth Time.

The 1927 automobile show marks the ninth consecutive time that Buick has been awarded first choice of display space. This award is the N. A. C. C. prize to the company doing the biggest volume of business during the year preceeding the show.

ONE-STOREY RECORD.

Frigidaire Corporation, a subsidiary of General Motors, has just erected at a cost of \$20,000,000 the largest one-story factory building in the world. This mammoth structure is located at Dayton, Ohio, and is to be used in the manufacture of cabinets for Frigidaire, the electric refrigerator.



CLASSIEST MOUNT ON THE ROAD. THE NEW "STREAM-LINE."

Have you seen the latest, greatest motorcycle—

Harley-Davidson's 1927 "Stream-Line"? To see it is to crave to get in the saddle—to feel its pulsing, eager power. To ride it is to want it—want it for its thrilling speed, its greater comfort, its rakish, stream-line beauty.

Improvements—27 of them—make the "Stream-Line" the motorcycle sensation of years. Low hung for safety and easy control; better springs and bigger tires that give "Pullman comfort" to you and your sidcar pal; and the same economy that has made Harley-Davidson famous—50 miles for a dollar (gas, oil, tires and all)!

Ask us for a free Demonstration Ride. Get the facts about our Pay-as-You-Ride plan.

THE GASCON MOTOR CO.,

2, Kwong Wah Road (Opposite The Steam Laundry)
Telephone K.1242.

REPAIRS UNDERTAKEN ON ALL MAKES OF MACHINES.



Mobiloil

Make that your guide

GAINING PUBLIC CONFIDENCE.

True merit is recognized. Sometimes the path is not always easy. Sometimes it is not always swift. Sometimes patience is required. But if the cause is just, if real service is being rendered to the public, then sooner or later the multitude will appreciate it and will praise the efforts. It is a law of nature.

Gargoyle Mobiloil is, now in its fiftieth year. Millions of gallons have been manufactured. Progress has been constantly made in production. The demand has been widened. Gargoyle Mobiloil, following has steadily increased. To-day, the name Gargoyle Mobiloil has the respect of the automotive trade and the confidence of the public. And this confidence has been earned by sheer merit. It has been earned by building honestly and giving dollar-for-dollar value—by serving the public need.

Many motorists pay little attention to the lubricant they use and take repair expense as a matter of course in the upkeep of their motorcar engines. While your engine may seem to be delivering maximum service, how do you know that it actually is? How do you know that it is being protected against an early trip to the scrap heap?

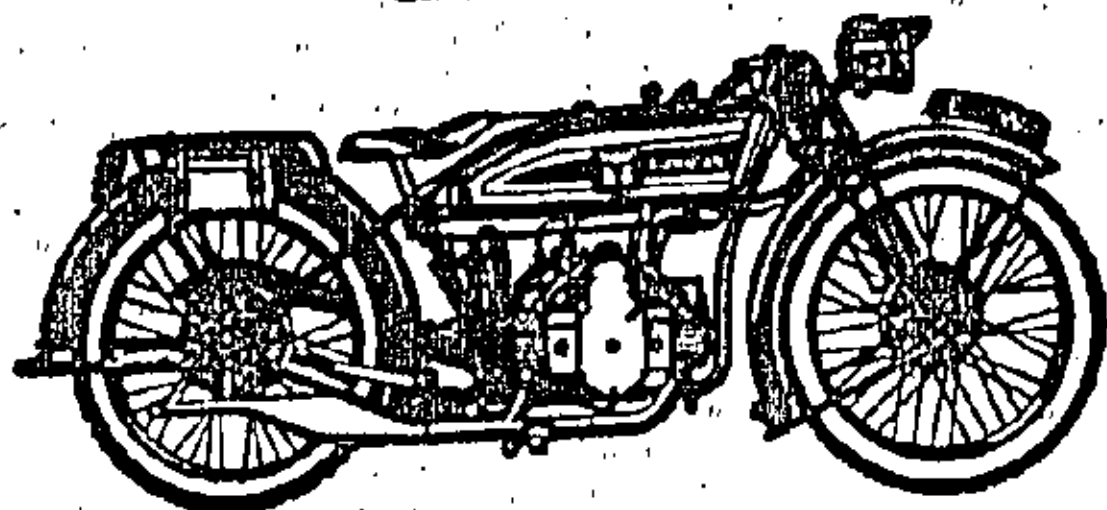
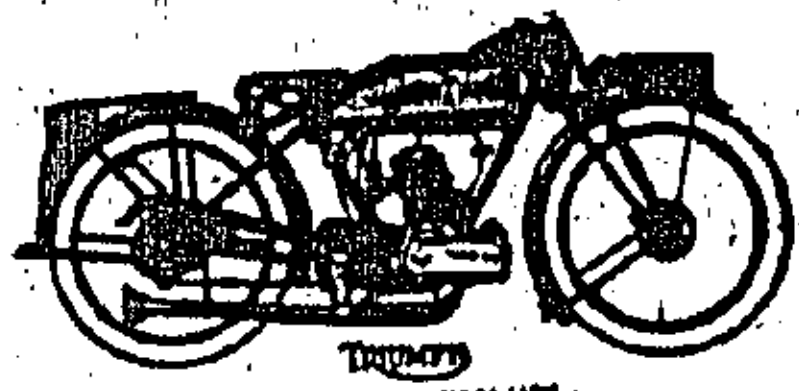
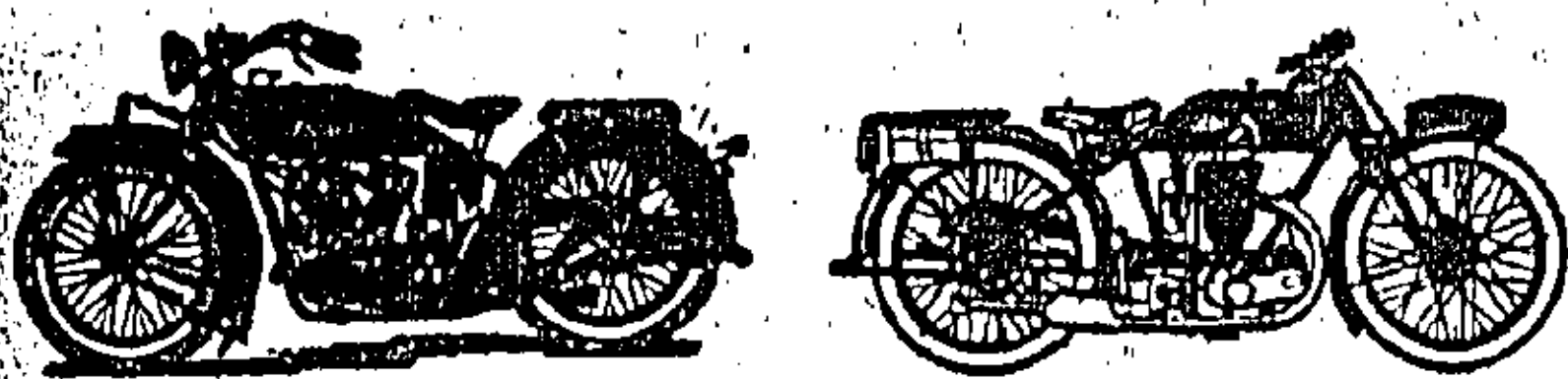
Compare the running of your engine with the Correct Grade of Gargoyle Mobiloil in its crankcase to the way it functions with a cheaper lubricant, and we believe you will quickly realize the difference between Hit-or-Miss lubrication and Scientifically Correct Lubrication.

It is always best to drain the crankcase while the engine is hot. After the dirty oil has been drained off, fill the crankcase to the correct level with the grade of Gargoyle Mobiloil recommended in our Lubrication Chart, on display at all representative garages.

VACUUM OIL CO.

When You Wish To Buy A Motor Cycle
Go To

ALEX. ROSS & Co. (China), Ltd.



THEY have the best lines in Hongkong.
THEY guarantee their cycles.
THEY give you three months free service.
THEY give the Purchaser the best deferred terms.
1/4 Down, balance to suit buyer.
Where can you get more for your money?

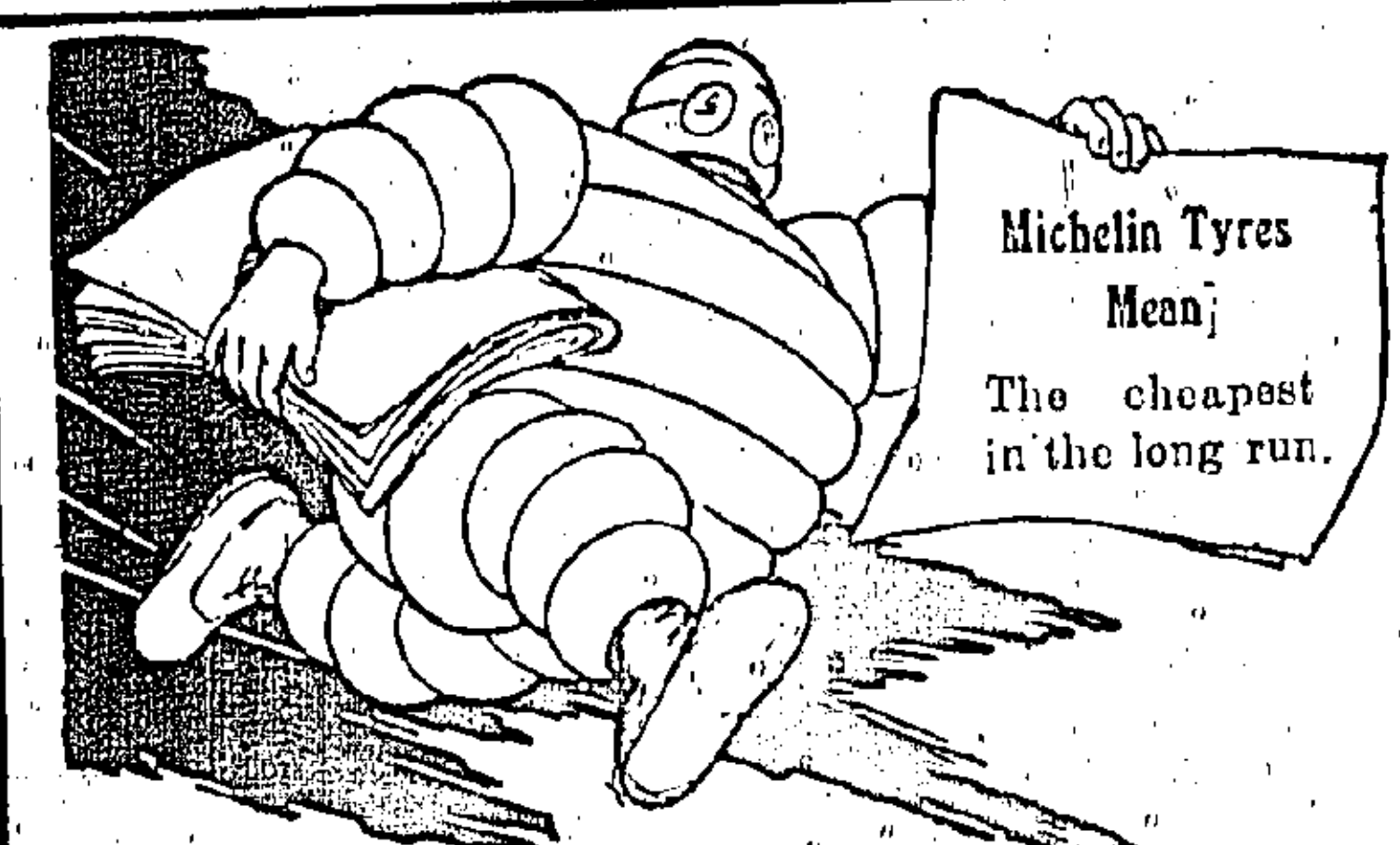
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MODERN OILS FOR MODERN MOTORS

"REFINED UP TO A Standard NOT DOWN TO A Price"

PARISIAN SUPER-GARAGES.

How a Problem is
Being Solved.

In a city of six-seven and eight-storey buildings it was not reasonable to expect that garages could continue to monopolise valuable ground floors only. In Paris the upward growth began nearly two years ago, and at the present time there are some half-dozen skyscraper garages, one of which has a capacity for 1,700 cars.

Spiral or inclined roadways are used for reaching the upper floors, and although electric elevators are fitted, these are reserved for disabled cars. Some of these garages have very novel features. For instance, the Banville garage, recently erected near the Place Perce, in a wealthy residential district, has a private box for each of the nine hundred cars it can accommodate; tennis courts will be constructed on the flat roof, and it is intended later to build a swimming bath in the basement.

A RACE TO THE TOP FLOOR.

Although at present in use, there will be an official inauguration early in the spring, when some of the best-known professional race drivers will indulge in a speed contest up the spiral track from the ground floor to the roof. The building has six floors, and the distance up the track is about 550 yards. Banville garage has been laid out on the principle of a private box for each car, each box having water, electric current and compressed air, and the car owner has sole possession of the key.

Another interesting garage in the Rue Marbeuf, a few yards from the Avenue des Champs Elysees, has been built by the concessionaire for Bugatti cars, and is unique in having a two-way spiral track from the ground to the roof. Cars go in on the right-hand side of the building, wind up against the outer wall until they reach the tenth-storey roof, and emerge on the left-hand side of the building without ever having crossed tracks. As the drivers reach their particular floors, they bring their cars to rest under the numbered positions allotted them, and no matter how crowded the building may be there is no bumping.

Two other garages have been erected by one of the leading Paris taxicab companies on ground which became available after horse cabs had been abolished. One of these garages, on the Boulevard Raspail, in the Montparnasse district, has six floors and a flat roof, each measuring 328 by 82 ft. and capable of accommodating 1,200 cars. There is an external inclined track from the ground to the first of the upper floors and from the first floor to the roof a circular covered track wide enough for two cars abreast.

The biggest garage in Europe, erected by the same company on site of former horse-cab stables, is in the Rue Cardinet, in the northern portion of the city, and comprises ten floors, each 279 by 118 ft., giving a total floor area of more than 320,000 square ft. There is a spiral roadway at one end of the building, the space in the centre of the shaft being used for storing cars, and electric elevators for cars and passengers are by the side of the roadway.

STANDARD DESIGN.

Dodge Bros. Aim.

Automobiles capable of running for years and having a standard body design not subject to radical changes each year will be the biggest sellers in 1927, according to Mr. E. G. Wilmer, president of Dodge Brothers, Inc. Manufacturers who have sensed this condition and are offering the public the greatest possible dollar value in their cars will continue to dominate the motor industry, Mr. Wilmer says, and those who fail to realize what the public demands in a car will gradually drop back in the race for business.

Mr. Wilmer points to Dodge's record last year as proof that the public appreciates more than ever before the efforts of manufacturers to make cars that will give long service. He says:

"Dodge Brothers, Inc., through its dealers, sold in round numbers 336,000 cars and trucks last year, a gain of 71,000, or 27 per cent, over the 1925 total. The motor industry, as a whole, based on eleven months' official reports and December estimates, sold 4,480,500 cars and trucks, a gain of 3.8 per cent over the previous year. Comparing our gain with that of the whole industry indicates to me the wisdom of making a product designed to give maximum service at the lowest possible cost.

Performance is Standard.

"Performance is now the standard by which the public judges an automobile. A car that will give good performance must have three essentials: Long life, quick and cheap service and body design that does not have to be radically changed each year to keep up with the offerings of the rest of the industry.

"If a car has these essential qualities, and if the price is one which gives the buyer round value for every dollar invested, it will always command the public's favour.

"Quality and appearance of interior appointments is another important factor in determining the public's response to a company's cars. The great majority of buyers does not want the frills, but it does ask that the interiors be well constructed, have a good appearance and wear well. The saving of a few dollars on the original price of the car, if this saving is effected through sacrificing quality of interior furnishings, does not appeal to the prospective customer of today. He realizes that such a saving is expensive in the long run and prefers to own a car that is originally priced right to insure satisfactory performance.

Market Well Judged.

"The automotive industry proceeded sanely in its production programme in 1926 and in most cases it judged its market accurately.

"With business on an even keel, an abundance of credit at reasonable rates and few evidences of over-expansion in basic industries, there appear to be no clouds on the business horizon that warrant any feeling other than that 1927 will see a continuance of prosperity that characterized business in 1927."

ESSEX SUPER-SIX.

The new Essex Super-Six has been designed for easy, simple service work. The clutch and transmission are separately mountable. Main bearings can be adjusted without removing radiator or front-end drive cover.

SPRINGS OF STUDEBAKER.

There are thirteen leaves in the front springs of the Studebaker Standard Six Custom sedan and twelve in the rear. The front springs are thirty-six inches long, while the rear springs measure 50 inches.

GOOD ROADS PAY.

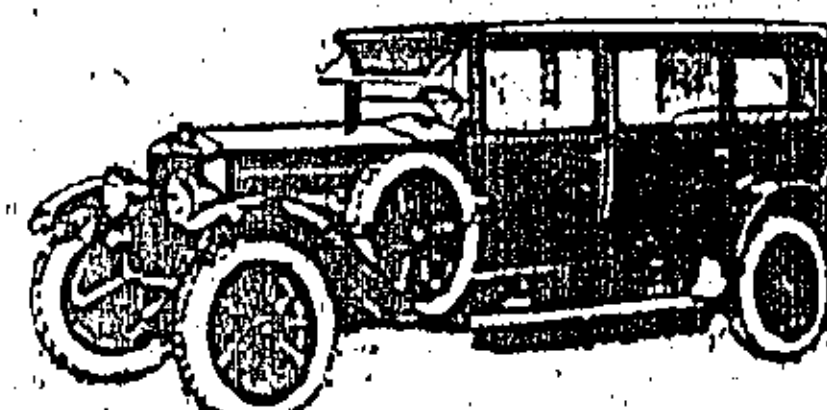
Traffic on the state highways of California has increased 93 per cent in the past four years following an expenditure of \$100,000,000 for good roads, the state highway commissioner recently announced.

FIAT

Deferred
Plan of Payment
30% down
Balance by
arrangement.

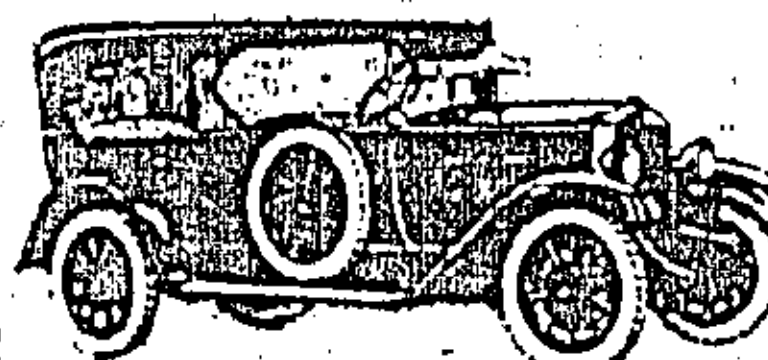
Deferred
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arrangement

FOR EVERY CATEGORY OF SERVICE

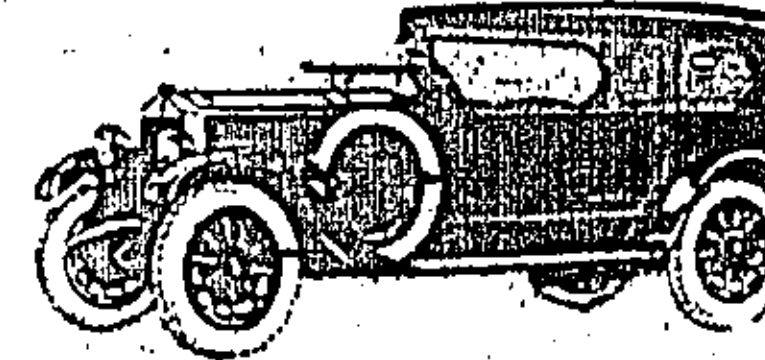


519. 40 H.P.

THE HIGH-CLASS CAR

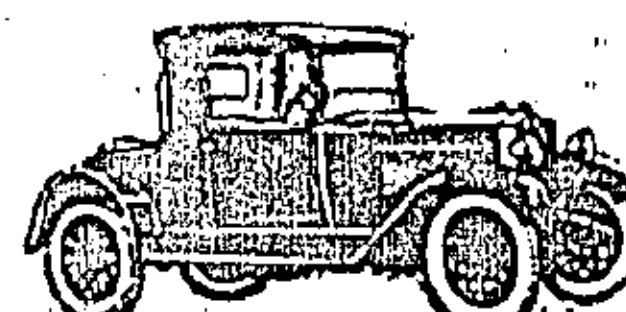


507. 15-20 H.P.



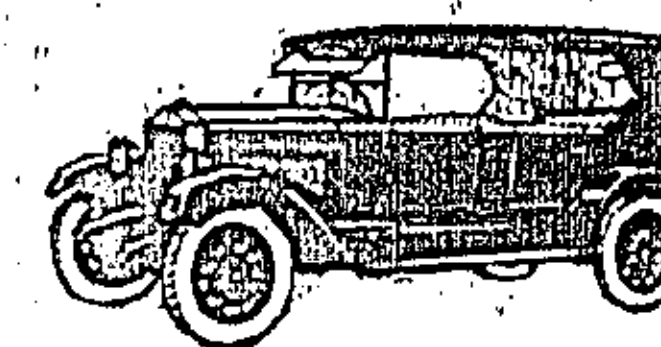
512. 20-30 H.P.

The Cars of
HIGH POWER
5/7 Seaters



509. 9 H.P.

The Cars of
HIGH UTILITY
4/5 Seaters



503. 12 H.P.

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Quiet-at every point
on the speedometer

The new Valve-in-Head Engine in the 1927 Buick hardly seems to be in the same car with you. This wonderful result is due to vital engine improvements which have made the 1927 Buick Valve-in-Head Engine vibrationless, beyond belief. Quiet and smoothness prevail at every point on the speedometer. Come in and try this remarkable new car. You never have driven anything like it.

THE GREATEST

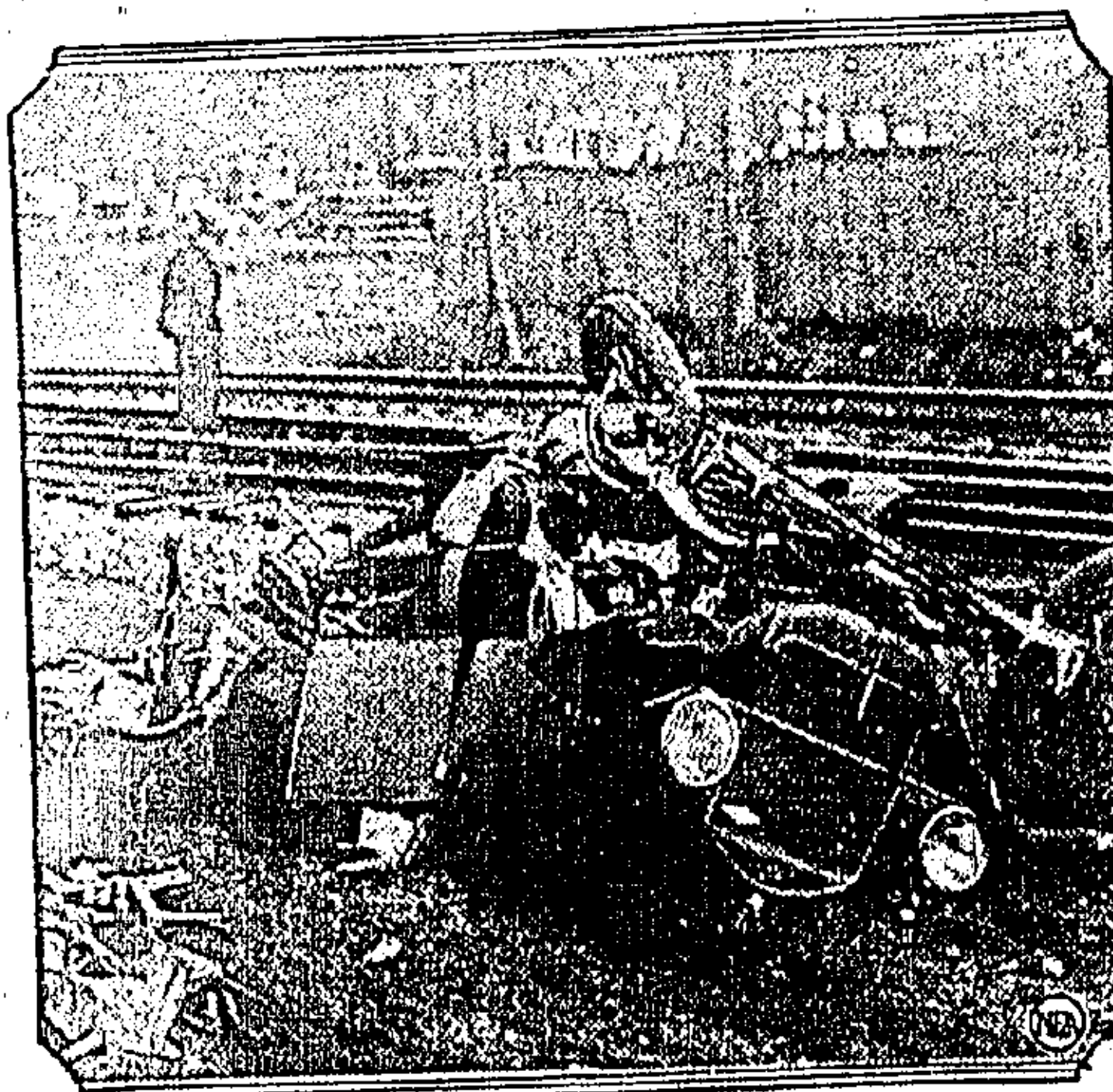


EVER BUILT

THE HONGKONG & KOWLOON TAXI CAB CO., LTD.
Sole Distributors for Hongkong and South China.

THE DRAGON MOTOR CAR COMPANY, LIMITED.
Authorised Sales and Service Station... Happy Valley

RAILWAY CROSSING DANGER.



Five people were killed when the above motor car tried to cross in front of the Baltimore and Ohio express at Kensington, Washington, U.S.A.

A Privilege for YOU

Unless you live right "in the blue" you are within the "Territory" of a Morris Dealer.

That Dealer has contracted to give every Morris Owner in his territory Morris Service.

Thus you can be certain of

- (a) A progressive firm who knows that good service is good business;
- (b) Good stocks of spares;
- (c) Mechanics practised in Morris work.

within reasonable distance, the moment you are a Morris Owner.

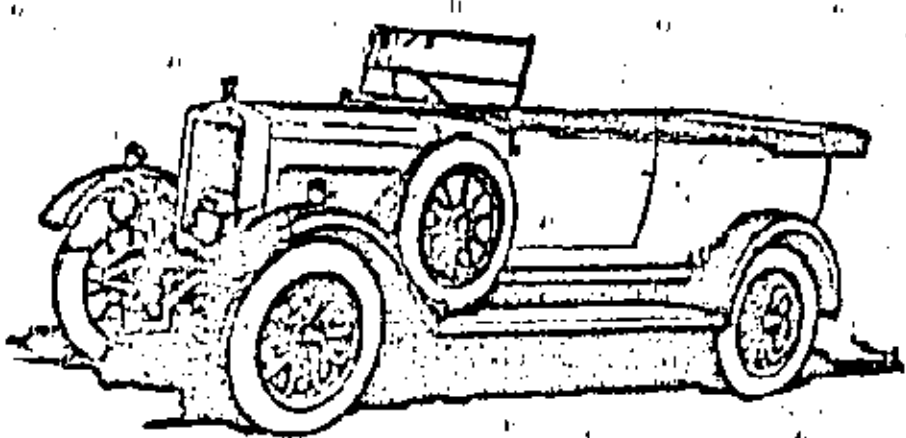
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"the Wheel of the World"

from £190.

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Car Sales and Phone Service Phone
Accessories (C. 4759, and Parts (C. 4602)



HINTS FOR THE MOTORIST

ALBERT L. CLOUGH
FLUID LUBRICANT FOR THE REAR AXLE.

Even though the oil in the crankcase and in the transmission housing is too thick to lubricate properly when the engine is first started, it eventually becomes warm and thin enough under the influence of long continued heat production by the engine, to reach all moving parts and lubricate them. This is not the case, however, with the oil or compound in the rear axle housing because engine heat does not reach it and if once it stiffens by cold it remains so until warmer weather comes. If it becomes too thick to flow, the ring-gear merely cuts a channel through none of it is splashed onto differential and drive gears and their bearings and the rear-end ports run dry to their serious damage. With the first cold weather the lubricant in the axle housing should be tested and if it is not still fluid, it should be diluted with thin oil until it will flow slightly at the lowest temperature to which it will be subjected. The best way to do this is to remove the inspection plate, scrape out a part of the thickened lubricant, replace the plate and fill to the test plug opening with thin oil but if there is a drain plug at the lowest point of the housing (which there rarely is) enough lubricant may be drawn off through it (on a warm day) to give space for the necessary thin oil. Most service stations have powerful grease guns for sucking lubricant out of housings as well as for forcing it into them and this matter of thinning rear axle lubricant of a safe cold-weather consistency can be conveniently done with this equipment.

SPEED HAS FALLEN OFF.

J. S. writes: My coach would formerly speed up to 60 m. p. h. but now I can get but 35 m. p. h. out of it, on high gear. This car has a "wet" clutch. I washed it out with gasoline, but still I have the above trouble. What causes it?

Answer: This clutch must be run with about one pint of a half-and-half mixture of engine oil and kerosene in its housing. It should not be washed out with gasoline or run without the lubricating mixture above mentioned. It is to be feared that you have damaged it. If the engine will run at top speed without moving the car at a corresponding high speed, the clutch is slipping and you should at once have it repaired, before damage becomes more serious. However, if there is no slipping of the clutch, your trouble is lack of engine power, but there are so

many possible causes for this, that we could not even enumerate them in this answer. If you will give us further information, perhaps we may be able to help you.

GASOLINE FEED TROUBLE.

H. M. W. writes: When driving my car up to 35 m. p. h. it runs perfectly, but when I try to drive it faster, the engine begins to run jerkily and slows down. Occasionally before slowing down, it backfires. What is the reason for this?

Answer: Most probably this is the result of inadequate flow of gasoline to carburetor bowl to meet the very high demand for fuel at the higher speeds. You better see that the strainer located where the feed pipe enters the carburetor bowl, is not obstructed with dirt and also that the filter screen where gasoline enters the vacuum tank is not obstructed. You might also have the high speed adjustment of your carburetor checked up and also make sure that your spark-plug gaps are not too wide, but it is more likely that your vacuum tank does not keep filled or that fuel does not run freely into the carburetor.

WABBLING FRONT WHEELS.

L. E. B. writes: The front wheels of my 1926 car shimmy so badly, at speeds above 30 m. p. h. that I have to bring the car to a dead stop and start it over again. What can you suggest to remedy this?

Answer: Try running your front tyres pumped up slightly harder than is recommended. See that the four wheels are correctly aligned and if there is lost motion anywhere in the steering system, have it taken up. Be sure there is nothing wrong with the front springs, such as looseness at the shackles or incorrect positioning on the axle. We believe that the tie-rod ends on this car are provided with friction discs, which act as dampers against shimmying, by imposing a slight resistance to sudden front wheel deflections. You better have those tested to see that they are acting forcibly enough.

KNOCK FROM ONE CYLINDER.

S. C. writes: There is a knock in my engine, at all speeds, but when I short-circuit No. 1 spark-plug, with a screwdriver, it runs noiselessly. What does this indicate?

Answer: If this knock is rather a heavy one and loudest when engine is pulling hard, the fact that it ceases when No. 1 cylinder is cut out, may indicate that there is looseness in the front main bearing. If it is a light one, it is possible that the wrist-pin in No. 1 cylinder is loose but you do not give us details enough to enable us to form any very certain conclusions.

"NON-CHATTERING" OIL.

R. H. B. asks: What about the use of the so-called non-chattering oils in Ford engines? I have been told that these oils gum up engine parts.

Answer: We have never known any cases of gummy deposits in these engines, which could be attributed to the use of these non-chattering oils. However, some mechanic, who makes a specialty of working on these engines would be more likely to know about this than we.

NIGHT DELIVERY.

24 Hour Work Day.

New York and a few other large cities are thinking seriously of confining deliveries in the busy sections to night time and early morning.

It has been many years that New York has been collecting and disposing of its rubbish at night, and the flushing of busy streets at night has become almost universal throughout the country.

Growth of traffic has brought these changes about. Now traffic has come to such a point as to force further action to alleviate the congestion. Relocating deliveries, with their cumbersome slow trucks to night time is just another step toward clearing the streets for speedier communication.

What will result further, if such action is taken, will be the general adoption of the 21-hour work day, in business as well as in the larger industries. By day the streets would be open to those engaged in business transactions. At night, the transactions would be completed by deliveries.

Factor service in business would be effected—and the narrow streets of New York, and other cities, would be relieved of crowding and delays.

WHITE CAPE FOR TRAFFIC POLICE.



Traffic Officers of Berkeley, California, have been supplied with white capes, it being claimed that night traffic is more easily controlled when these garments are worn.

ERSKINE MODEL.

Latest Studebaker Product.

Studebaker celebrates its seventy-fifth anniversary with the American introduction of the Erskine Six, its new 2-1-3 litre car. Smartly European, from the silvered radiator to the last contour of the body, graceful, compact and a low-hung, the Erskine Six reflects in its every feature an originality of design that stamps it as one of the most outstanding developments of the new automotive year.

Bucked by two years of experimentation and research in Studebaker's experimental engineering laboratories and its 800-acre proving ground, the new car makes its appearance in four models, mounted on a sturdy chassis powered with a high economy six-cylinder L-head motor developing 40 horsepower from a piston displacement of 146.1 cubic inches—equivalent to the 2-1-3 litre European rating.

In the beauty and comfort of its bodies, the high roadability of the chassis, and the flashing performance of its motor, the Erskine Six represents the first materialization of the much-discussed new type car, combining the most desirable qualities of European and American design. The Erskine Six is the first car built to American standards of comfort, performance, stamina and finish which meets the European standards of thrifty operation, smart compact design and low initial cost. It is noteworthy for its distinguished and beautiful body lines finished in harmonious colour combinations of lacquer, its exceptional six-cylinder performance, low gas and oil consumption, the safety of full vision all-steel bodies with a low centre of gravity and four-wheel brakes, and value at low price.

No detail of design or construction has been overlooked in carrying out the determination of Studebaker's directors to build a relatively smaller, lighter car of high economy and low initial cost that would involve no sacrifice of comfort, beauty or performance on the part of drivers who have been accustomed to those qualities in cars of far greater price and size. The external appearance of the Erskine Six is characterized by extremely low lines and many features of body design that stamp the new car with an

RIDING IN A FOG.

Adjustment of a Motor Cycle's Lamps.

By Capt. E. do Normanville in *The Daily Chronicle*.

"When one is forced to ride in a fog," asks a motor-cyclist, "is it best to throw the beam of light on the road just in front, or to leave the lamp in its usual position?"

I think the answer is "Neither,"—it is usually better to tilt the lamp slightly downwards and a shade to the left, if the conditions are bad enough to warrant the second adjustment.

It is then usually possible to pick up the kerb or roadside with sufficient visibility to see a few yards ahead, so as to render 10 m.h.p. or so a reasonably safe speed.

Any road-farer must be more than normally on the alert in a fog, and a motor-cyclist should make good use of his ears as well as his eyes.

One should listen for anything ahead, and unless the mount is a noisy one a different note is readily detected—even the tinkle of the push-cyclist's bell.

WOMEN RIDERS' SUCCESS.

The fair sex has been well to the fore recently in motor-cycling affairs. That 42 women riders should enter for a strenuous reliability trial in January is a testimonial alike to their keenness and courage.

It was a really severe test, including the ascent of Kcp Hill at an average speed not to exceed 5 m.h.p.

Out of 34 actual starters, 28 finished the course, Miss K. M. Kerridge (B.S.A.) being first, Miss N. Debenham, on a similar machine, second; and Mrs. S. Cato, on an A.J.S., third. The "Silence Prize" went to Miss A. G. Broderick, on her Raleigh.

unmistakably European air. The all-steel full-vision bodies were designed by Dietrich, one of the foremost custom-body builders in America. His designs include a custom sedan for five, a custom coupe for four with auxiliary seat in the rear deck, a business coupe for two and a smart tourer for five passengers. Each of the four models lists at less than \$1,000. Dietrich's skilful handling of belt line and panelling, emphasized by soft contrasting colours in lacquer, lends unusual grace to the body lines.

DODGE BROTHERS PASSENGER CARS.

Roadster	.....G\$1,100
Special Roadster	.....1,150
Rumble Seat Sport Roadster	.....1,250
Touring (5-passenger)	.....1,125
Special Touring (5-passenger)	.....1,175
The Sport Touring (5)	.....1,210
Touring (7-passenger)	.....1,320
Special Touring (7)	.....1,370
Coupe	.....1,235
Special Coupe	.....1,335
Sedan	.....1,335
Special Sedan	.....1,385
The De Luxe Sedan	.....1,515

GRAHAM BROTHERS COMMERCIAL CARS.

Chassis only (¾ ton)	.....G\$ 925
Chassis and Cab complete	.....1,055
Express Body Truck complete	.....1,340
Canopy Body Truck complete	.....1,365
Screen Side Canopy Truck	.....1,380
Panel Side Canopy Truck	.....1,390

GRAHAM BROTHERS 1-TON MOTOR TRUCK CHASSIS AND COMPLETE VEHICLES.

Chassis only	.....G\$1,190
Chassis with cab seat	.....1,255
Chassis with complete cab	.....1,320
Express Body Truck complete	.....1,515
Canopy Body Truck complete	.....1,560
Stake Body Truck complete	.....1,595

GRAHAM BROTHERS 1-1/2-TON MOTOR TRUCK CHASSIS AND COMPLETE VEHICLES.

Chassis only	.....G\$1,640
Chassis with Cab Seat	.....1,700
Chassis with complete Cab	.....1,770
Express Body Truck complete	.....2,020
Stake Body Truck complete	.....2,080

GRAHAM BROTHERS 2-TON MOTOR TRUCK CHASSIS AND COMPLETE VEHICLES.

Chassis only	.....G\$1,760
Chassis with cab seat	.....1,815
Chassis with complete cab	.....1,895
Farm Body Truck complete	.....2,200
Stake Body Truck complete	.....2,200
Hydraulic Hoist Dump Body Truck complete	.....2,560
1-1/2 cubic yard capacity	.....2,560

ESSEX SUPER SIX MOTOR CARS.

Touring	.....G\$1,200
Coach (2-door)	.....1,250
Sedan (4-door)	.....1,300

HUDSON SUPER SIX MOTOR CARS.

Touring (7-passenger)	.....G\$1,600
Coach (6-passenger)	.....1,960
Brougham (6-passenger)	.....2,230
Sedan (6-passenger)	.....2,440
Sedan (7-passenger)	.....2,560

PACKARD SINGLE SIX MOTOR CARRIAGES (Model 436):

Phaeton (6-passenger)	.....G\$3,200
Roadster (Rumble seat)	.....3,300
Sedan (6-passenger)	.....3,350

PACKARD SINGLE SIX MOTOR CARRIAGES (Model 433):

Touring (7-passenger)	.....G\$3,410
Coupe (4-passenger)	.....3,440
Club Sedan (6-passenger)	.....3,430
Sedan (7-passenger)	.....3,570
Sedan Limousine (7-passenger)	.....3,670

PACKARD STRAIGHT EIGHT MOTOR CARRIAGES (Model 336):

Phaeton (6-passenger)	.....G\$4,400
Roadster (Rumble Seat)	.....4,500
Sedan (6-passenger)	.....5,500

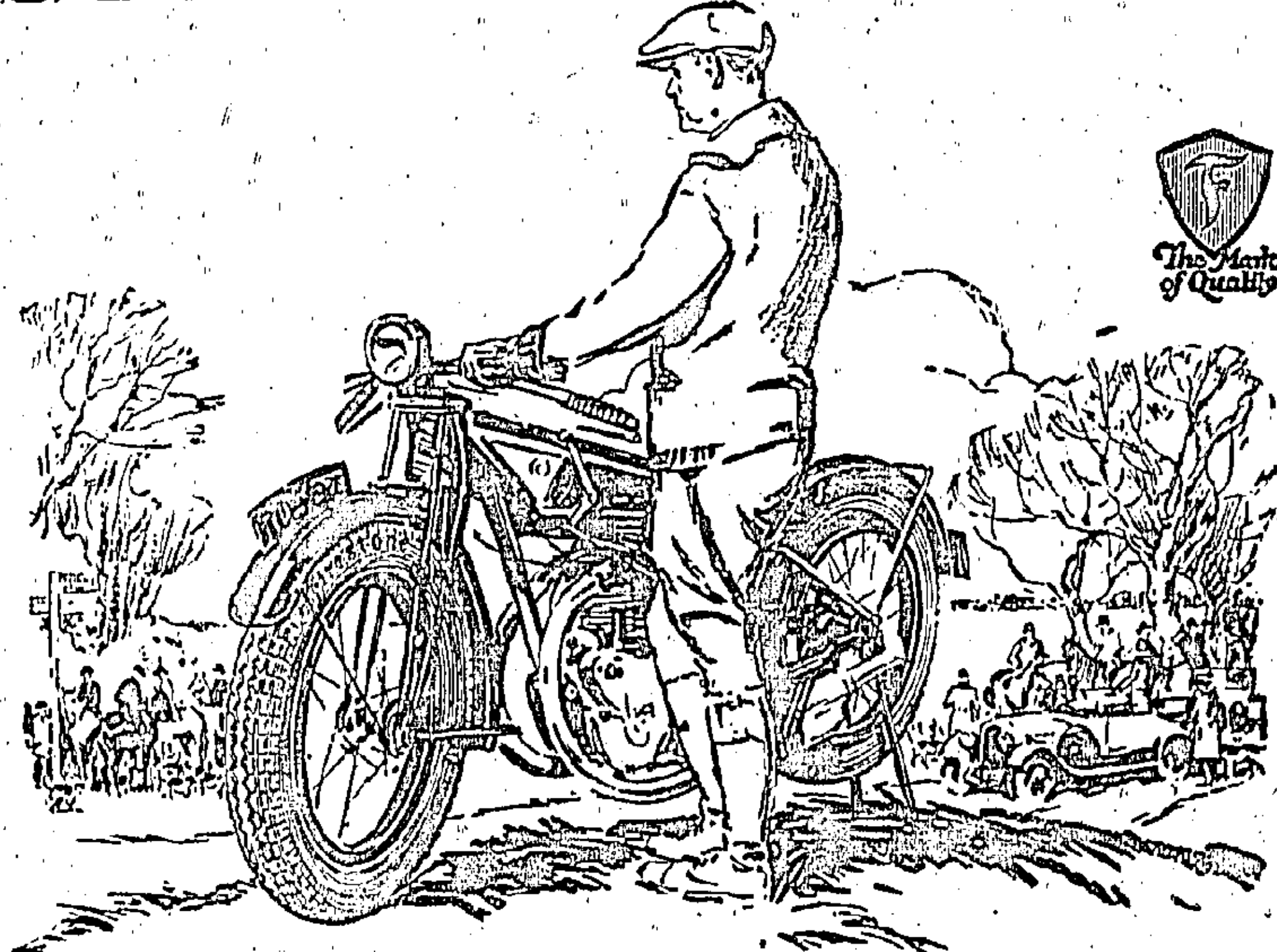
PACKARD STRAIGHT EIGHT MOTOR CARRIAGES (Model 343):

Touring (7-passenger)	.....G\$4,660
Coupe (4-passenger)	.....5,640
Club Sedan (6-passenger)	.....5,730
Sedan (7-passenger)	.....5,900
Sedan Limousine (7-passenger)	.....6,000

The above prices are in U.S. Currency and are for delivery ex garage, Hongkong. All prices subject to change without notice.

THE DRAGON MOTOR CAR CO., LTD.
Telephone Central 1246 or 1247.
33, Wong Nei Chung Road, Happy Valley.

Firestone CYCLE TYRES



FOR surefootedness and extra mileage insist on being fitted with Firestone Cycle Tyres. The broad tread with built-up shoulders, clings tenaciously on the turns and possesses the toughness to withstand high speed strains and the wear of rough roadways.

THE DRAGON MOTOR CAR CO., LTD.
Telephone Central 1246 or 1247.
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THE MOTOR UNION INSURANCE CO. LTD.

COMPREHENSIVE POLICIES WITH
UNLIMITED THIRD PARTY COVER

For full particulars apply to:—

THE UNION TRADING CO., LTD.

Prince's Building.

Phone Central 587.

AUTOMOBILE PROGRESS.

American and British Development.
(Telegraph Special).

Detroit, Feb. 10th.—The eyes of motordom will be opened to the wonderful developments yet in store for it when members of the Society of Automotive Engineers meet at Detroit this year.

At this annual meeting of the society ideas that are still in the research stage will be broadened for the first time, while the experiences of others in fields as yet considered revolutionary will be summarized.

European cars will be ripped to pieces literally in a discussion of their advantages and disadvantages, and the lessons they bring to this side of the Atlantic. European engineering practices also will be brought to the attention of the American engineers, as a basis for discussion of automotive development in this country.

Mr. R. K. Jack, formerly chief engineer of the Olds Motor Works, but now in Glasgow, will be here to explain the design and operation of the Constantinesco variable torque transmission developed in France. This transmission does away with gear shifting and affords a smoother increase of speed with the varying torque, or pull, of the engine.

LIGHT CARS ON LIST.

The English light car, which threatens to come to this country and compete here with the light cars just being put out by American manufacturers, will be the subject of a talk by Alan Fenn of the Sunbeam-Talbot-Darracq combine in England, and by F. Sorgard of Reo Motors here.

These two will start a discussion of small cars that is expected to create the greatest interest at this meeting.

Yet the small car, already being adopted by America, is an old subject compared with the en-

gineering questions that will be brought up at this meeting.

For the first time in many years the four-speed transmission will be taken up with real earnestness, when C. A. Noracher of Durant Motors starts the ball rolling on this subject. Paige has already adopted the four-speed transmission, neglected in this country since before the war but widely adopted in Europe among the finer cars.

COLOUR AND DESIGN.

Colour will be another topic that will interest all engineers, and the motor world at large, because of the great change automobiles have undergone in the matter of coating. Not only the modern quick-drying process, but the question of colour combination and adoption of new colours will be discussed.

Fuel adaptability for automotive use, anti-knock compounds and economy factors will take up an entire morning, while another half day will be spent on the matter of further research in this and other automotive problems.

The Weymann body, a European development of flexible fabric body, put together in such a way as to eliminate squeaks and rattles, will be fully described. Although this type of body has been widely adopted in Europe, some American manufacturers seem yet to be sceptical of its practicability and emphasize the advantages of the all steel body, while others forecast its popularity here.

Other subjects to be covered will be those on chromium plating, which eliminates rust and maintains high polish on the bright parts of the car; action of four-wheel brakes in wet and in dry weather; rubber spring mountings; use of X-rays in the auto industry, and similar subjects on research.

CLEAN HANDS AND CARS.

Ideal of Owner-Driver.

By GEORGE O. STEAD
in The Sunday Times.

Those of us who started motoring many years ago, when an infinite knowledge of machinery was required, and when dirty hands and possibly a dirty face were the usual concomitants of motoring are normally amazed at the cleanliness of the modern car.

Those who have more recently entered the field of motoring complain of the various messy operations which have to be car-

ried out on a car. In my opinion, those later recruits are entirely justified. It should not be necessary to soil the hands when looking after any part of the modern car.

Confirmation of this view has been afforded me by a medical practitioner who has to use a car for the purpose of his profession and has not as yet achieved to the services of a paid chauffeur. Cleanliness is essential in the case of one who has to look after our minor and major ills, and a car which will necessitate him becoming grimed, if only for the replacement of a punctured wheel, is one which is undesired by such a cleanly profession.

Most modern cars, to keep them on the road, normally require the addition of petrol, oil, and water. The last named is only rarely required, and does not result in much accumulation of dirt. In the case of replenish-

ment with either fuel or lubricant, there is distinct possibility of the operator accumulating a certain amount of dirt, or "matter," in the wrong place.

When fuel replenishment is made through the intermediary of a second party, this problem is simplified, but in most cases the unfortunate owner-driver has to attend to the lubrication of his car, whether it be the engine or some of the smaller moving parts. Replenishment with oil or grease is, I think, one of the messiest jobs imaginable.

Every maker insists in his instruction book on the paramount necessity of the proper lubrication of every moving part. The conscientious owner meticulously carries out those instructions, often at great personal discomfort to himself. The ordinary user, however, can scarcely be bothered, and leaves every part alone

until there are definite indications of impending trouble.

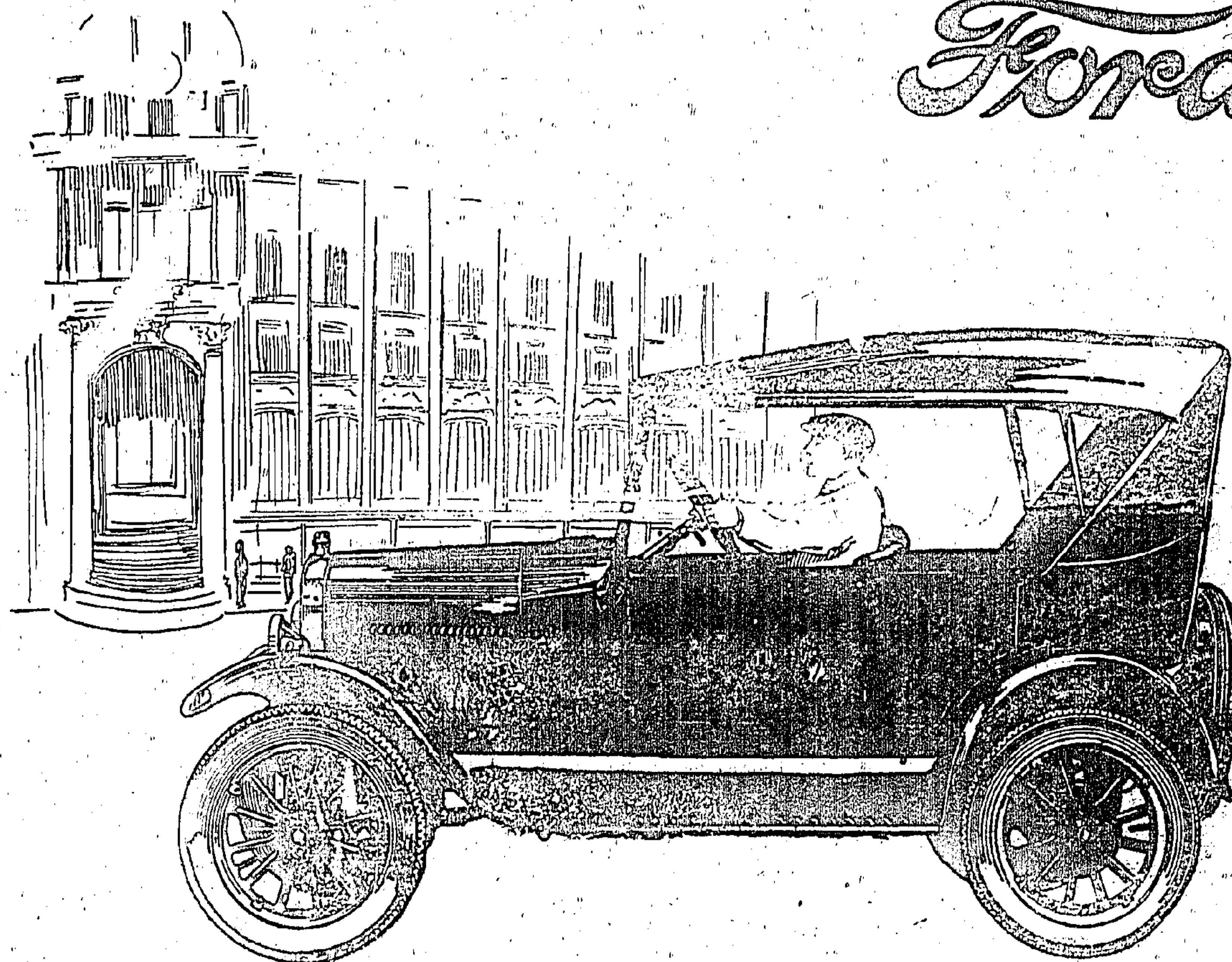
Some of the cars of more advanced design have a central chassis lubrication system by means of which the depression of a plunger or the operation of a pump forces lubricant to all the minor wearing points. Other makers arrange for the same oil to lubricate the engine, clutch, gearbox and transmission; thus the only replenishment required is through one orifice, the necessity for which is indicated by a simple oil-pressure gauge.

In the case of a car which is normally cared for by a chauffeur, there are still too many points which require periodic attention. When the driver is also expected to wash the car and to keep it in first-rate running condition, it is obvious that the less attention he has to pay to the car the greater the possibility of nothing being overlooked.

HUGE PRODUCTION.

About 15,000,000 passenger motor cars were produced in the United States during the four years of 1923 through 1926. The value of these cars has been estimated as near \$12,000,000,000 retail price.

"I've got no money and I want all you've got," exclaimed a man who entered the Strood (Kent) branch of Lloyds Banks and threatened to shoot Mr. Oswald Turner, the clerk in charge. The latter, noticing that the "revolver" was a clay pipe, threw a weight through the window to attract the constable on point duty outside, and before the intruder could escape he was arrested.



AUTOS TAKE BIG TOLL.

There were about 23,000 men, women and children killed in motor vehicle accidents during 1926, including deaths from collisions of autos with railroad trains, street cars and other heavy vehicles, according to statistics compiled by the National Safety Council.

UNDERGROUND GARAGE.

The board of transportation in New York City is considering a plan to make an underground garage beneath one of the small city parks. If the garage is constructed there would be room for about 300 buses and many private passenger cars.

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6	112	A-615 SH	DO	101X71X 92	\$60	3	
6	135	A-616 SH	WOOD	111X71X 92	\$70	4	CAC
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12	50	A-127 SH	WOOD	121X71X 92	\$65		
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- 4 Auburn 4, Buick Std, Chevrolet Cleveland, Essex, Ford, Overland, &c.
- 5 Auburn 6, Buick M, Olandier, Hudson, Jordan 5, Oakland, Tem, &c.
- 6 Hupmobile, Marmon, Packard 8, Paige, R & V Knight, Willys Knight &c.
- 7 Dodge, Gardner 6, Graham Bros Truck, Franklin 22, &c.
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MOTOR NEWS FROM GREAT BRITAIN.

Commercial Vehicles—Pioneer Journeys.

(Special Report to The Hongkong Telegraph by R.A.C.)

Increased British Motor Export.

In spite of the interference caused by the General Strike and the stoppage of the mines, British motor exports during 1926 substantially exceeded the figures of 1925. In the latter year, just over 29,000 vehicles were exported, whereas in 1926 the number reached 33,237. For the first time in the history of the motor industry the exports during the year exceeded the imports, and the rapidity of the change which has taken place may be gauged by the fact that the value of British motor exports was more than double that of imports and represented a favourable trade balance of nearly four million pounds on the year.

During the last quarter of 1926 exports were some 35 per cent. higher than they have ever been in any previous quarter. There is every reason to hope that the improvement will be more than maintained in 1927. Very big contracts have already been placed with British manufacturers, the largest of all being for upwards of 10,000 cars to be delivered by Morris Motors to a single distributor in Australia. One notes, in this connection,

that in the year 1923 the whole total of British motor exports was only about 6,250 vehicles.

While forecasts differ as to the probable purchasing capacity of the home market during 1927, practically every manufacturing building suitable vehicles agrees that export prospects are very promising. Thus, for instance, at the recent Annual General Meeting of the Standard Motor Co., the Chairman stated that export was increasing very rapidly. All the Standard models now have a wheel track of 4 feet 8 inches and a high ground clearance. The Company has factory representatives in Australia and South Africa, and has recently established its own depot in Bombay for the distribution of cars throughout India, Ceylon, Malay and Burma.

As regards comparatively high priced vehicles, the overseas demand, while necessarily limited, shows a highly satisfactory tendency. For instance, the 16 h.p. six-cylinder Sunbeam, put upon the market about five months ago, has been extremely well received. Many overseas orders have come to hand, particularly from Australia.

The export business of Messrs. Rootes, of Devonshire House, London, who are world-distributors of the Clynno and Hillman cars, has increased so rapidly that Mr. W. E. Rootes, the Managing Director, has recently started on an extended tour through Egypt, India, Ceylon, Australia, New Zealand, and thence home via Canada.

As regards de luxe cars, the new Big six-cylinder Bentley is now beginning to find a considerable overseas market. Orders have recently been booked for India, Australia, America, Holland and France, and arrangements are being made for an increased output to correspond to the increased demand and to allow for a definite margin for shipping.

The Rolls-Royce, the export of which for several of the overseas markets is now handled by Messrs. Rootes, is fully maintaining its prestige overseas as well as at home. The results of the last year's trading have shown a profit of upwards of £100,000 and the Directors are recommending the payment of a dividend of 8%.

Commercial Vehicle Business.

Turning to commercial vehicles, some very interesting and important orders have recently come through. For example, the Municipality of Colombo is taking delivery of a number of Karrier low-load-line refuse tippers, the design of which is extremely interesting. The wheels are of full size but, despite the fact that the body is 2 feet 5 inches deep, the load line over its top is only 4 feet 5 inches from the ground. The drop of the frame behind the dash is staggered. The off-side member drops to a 31 inch level from a position opposite the driver's seat, while the near-side member drops immediately behind the dash. This permits a normal position of the brake lever, coupled with the full advantage of a low level frame.

The increasing interest taken by South America in British vehicles is illustrated by the fact that the Rio de Janeiro Tramways have just placed a repeat order for no less than 99 Guy 'bus chassis, this being the direct result of the excellent service that has been afforded by a fleet of 28 Guy 'buses that had been at work for about 12 months.

The South African Government Railways have recently put into service a number of Albion 30/60 h.p. low-load-line 'buses, and the same Company has also been successful in securing a substantial order from the Cape Electric Tramways. This order includes machines of 29 and 32 passenger-carrying capacity, the latter type being the new Albion model in which the driver is seated beside his engine.

The overseas demand for British steam lorries and tractors is improving owing to the more general realisation of the great economy of steam power in countries where petrol is expensive. For example, the Sentinel roadless tractors are being employed to a steadily increasing extent in Kenya, where the price of petrol at the rail head is anything from four shillings to six shillings a gallon. These tractors do not necessarily involve the use of coal, as they give very good results with charcoal or wood. Blue gum or wattle can be employed as a fuel, though in Kenya the best local timber for the purpose is olive wood. The Sentinel people are also establishing effective connections in Chile, where the fuel used is for the most part locally produced coal.

Turning to motor cycles, we find that export of the best known makes is flourishing. For instance, well over 25 per cent. of the output of "Matchless" motor cycles is annually absorbed by the export markets, and the Company is well represented in practically every European country in all parts of the Empire Overseas and elsewhere.

A British motor cycle which is very generally appreciated in the export markets is the Excelsior. This is an exceptionally sturdy mount which will stand up to an enormous amount of rough usage without losing its tune. All models are heavily tyred and the bearings are proportioned to give exceptionally long life under very adverse travelling conditions. Ground clearances are high and fuel tanks of more than generous proportions.

Equally satisfactory is the export demand for British marine motors. For example, Messrs. J. W. Brooke, of Lowestoft, report numerous repeat orders from Malaya; a gratifying amount of business with South America, Holland, Germany, Africa, the East Indies and Fiji, and a successful challenging of the strong position occupied by American marine motor makers in India.

Pioneer Journeys.

A very interesting pioneer journey was recently made by a solid-tyred Trojan car which travelled from Singapore to London, covering 12,000 miles through 14 different countries. This is the longest journey of the kind ever undertaken, and included the crossing of the Sind desert, a feat never hitherto accomplished. The route was from Singapore to Penang, by boat to Calcutta, and thence via Delhi to Karachi. Subsequently Northern Persia was crossed and towns touched later were Baghdad, Aleppo, Constantinople and Adrianople. Of the whole distance, some 8,000 miles were over country having no semblance of a road. The performance was certainly a remarkable one for any car, and still more remarkable for a machine marketed at the extraordinarily low price of the Trojan.

A journey now in progress is that of two riders of B.S.A. motor bicycles, who are attempting a tour round the world. At the time of writing, the riders have crossed Europe, passed through Palestine and crossed the Syrian Desert on the way from Jerusalem to Cairo via Suez. This desert had never before been crossed by a motor cycle. The further progress of the adventurers will be watched with interest.

Motor Cycle Performances.

During 1926 the A.J.S. motor cycles were credited with an enormous number of successes and fine performances. Amongst other things, they secured the highest awards for the Scottish Six Days' Trial, the International Six Days' Trial, the Victory Cup Trial, the London to Land's End Trial, and a number of other somewhat similar events. In the matter of speed performances, A.J.S. machines put up the fastest laps on record in the 1926 International T.T. Races. Overseas successes of the same make have included victories in the Australian Junior and Senior Grand Prix Races, the Australian Silver Cup Race, the Natal 100 miles Road Race and the Speed Championships of Western Japan.

In the matter of motor cycle racing successes, an extraordinary personal record is that of Mr. Horsman, of the Triumph Cycle Co. Since his racing association with that firm, Mr. Horsman has at one time or another annexed for himself and the Triumph no fewer than 140 British and world's records, and he still retains, amongst others, the coveted One-Hour Record in the 500 c.c. class with a speed of over 94 miles an hour.

The big winter reliability trials held recently in England have again given conclusive proof of the extraordinary reliability of the modern British motor cycle. Thus, in one such event held under very bad conditions, twelve "Matchless" machines took part and every one of them gained an award, although some of the hills encountered were so stiff that certain of the other competing machines ran backwards. In another trial thirteen "Matchless" motor cycles started and the whole thirteen finished dead on time. This is the kind of performance which shows beyond dispute that successes are not gained by 1 or 2 specially constructed and tuned machines, but are unquestionably the result of a uniform and very high standard of quality throughout the maker's output.

Of many overseas successes of the B.S.A. motor cycles, a noteworthy recent instance was that of the Mountain Reliability Trial organised under winter conditions by the Royal Motor Club of Catalonia. In this event riders of B.S.A. machines actually occupied all the first three positions, securing two silver cups and a gold medal.

ROADS UPKEEP.

Cost Distributed Among Motorists.

Washington, Feb. 8th.—The cost of building and maintaining roads in this country amounts to nearly one billion dollars a year and is being paid directly or indirectly by motorists who make use of the highways, according to a study made by Mr. Thomas H. MacDonald, chief of the bureau of public roads, Department of Agriculture.

This cost represents the money spent each year just for country roads and does not include the expense of city streets.

More interesting than the road development itself, said Mr. MacDonald, "are the various means employed to distribute highway costs among motorists in a just and convenient manner. State gasoline and registration taxes represent about half of this amount. The gasoline tax varies from one to five cents in the various states, while New

Jersey, New York, Illinois and Massachusetts have no gas tax. These states depend upon the great number of automobile registrations to furnish revenue for road construction.

"Other important sources of revenue for highways are property taxes on automobiles of this country, federal excise tax on automobiles, parts and accessories and fines collected from motorists."

"There are also the taxes on

property of the automobile manufacturer and buildings and lots devoted to motor car merchandising. The income and corporation taxes from motor business and the state, local production, corporation or income taxes of the petroleum industry add to the road fund."

Federal aid also assists in road building, but its share is comparatively small, according to Mr. MacDonald, who says, "In the eight years from 1918 to 1925 the

government has contributed \$460,000,000 to help the states build roads.

"That is considerably less than half of what the country spent on roads in either 1924 or 1925. Moreover, in the same eight years that the government was distributing \$460,000,000 in the states, it collected \$873,000,000 in internal revenue taxes on motor cars, parts and accessories, so motorists furnish the money for this contribution."

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Only those who have driven a Dodge Brothers Motor Car BUILT RECENTLY can fully appreciate the improvements accomplished by Dodge Brothers during the past few months.

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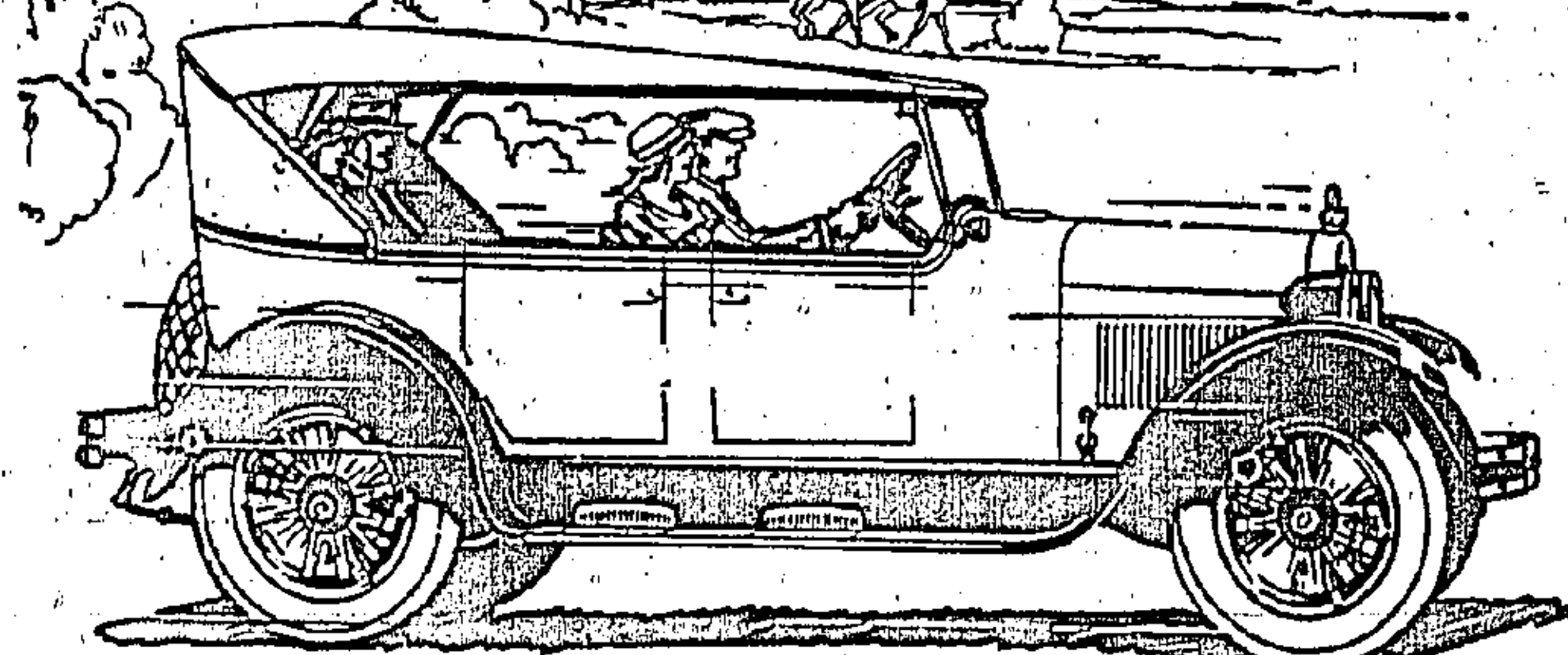
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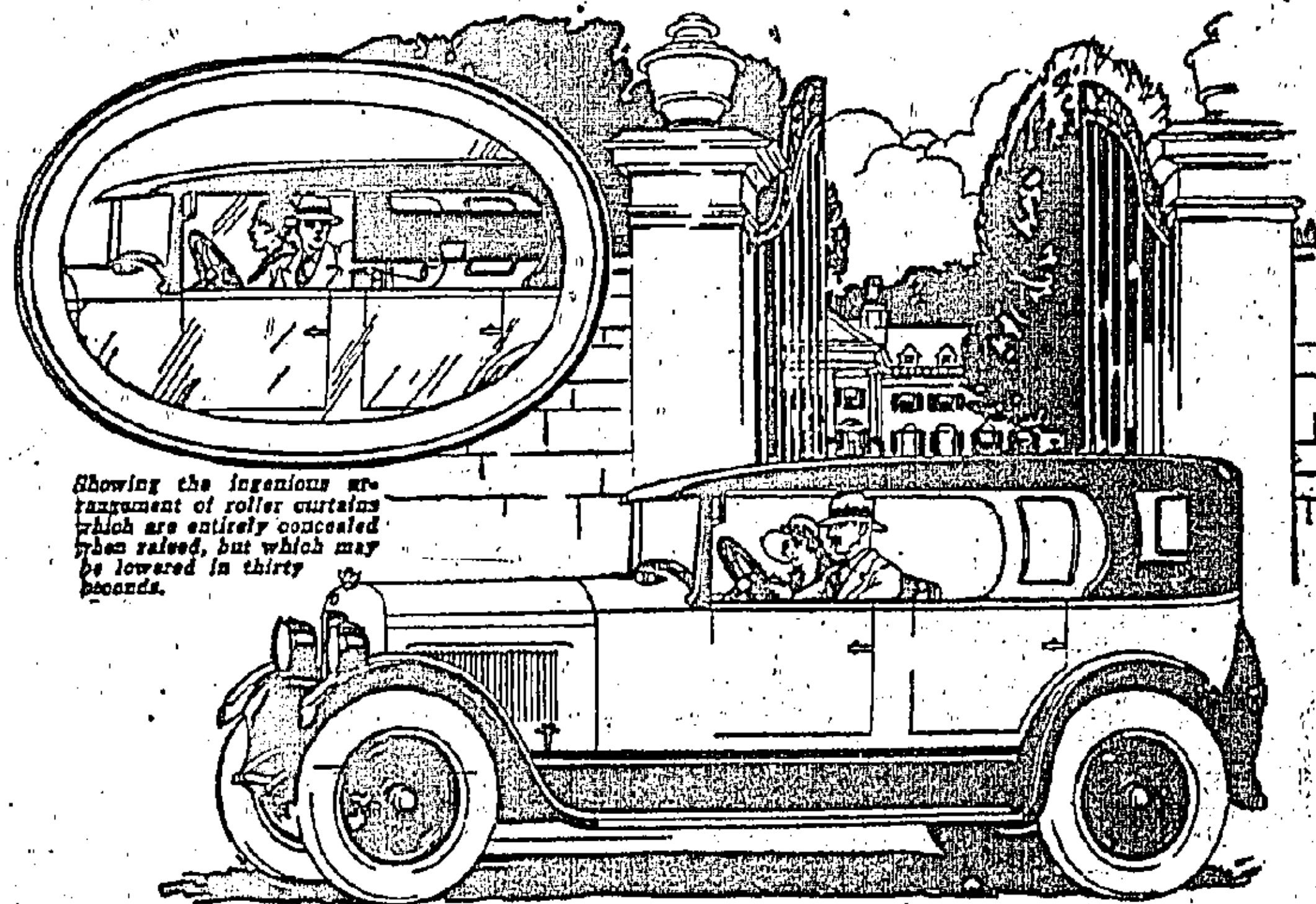
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Deluxe Brougham	2,050
Tourer	2,220
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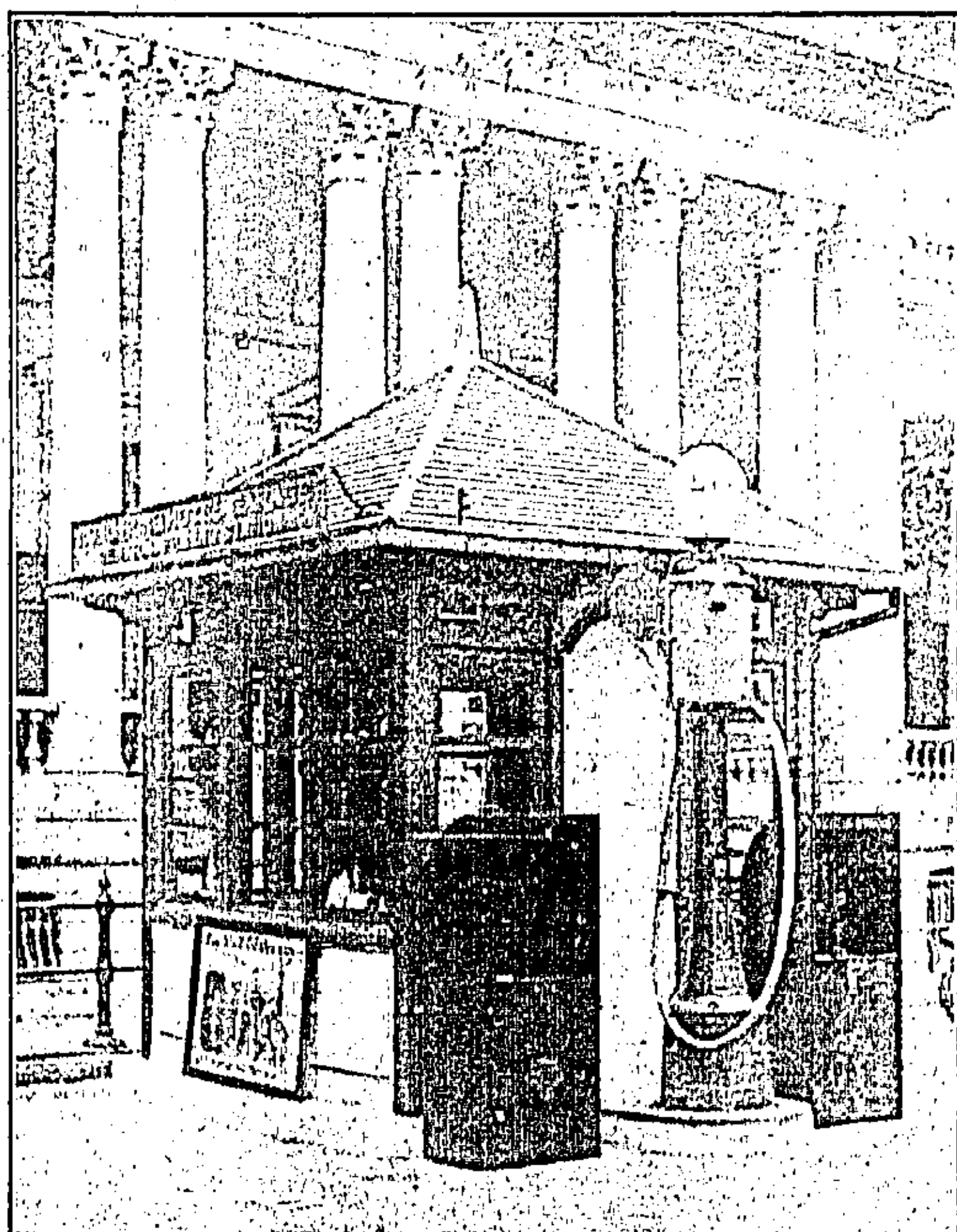
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CORRESPONDENCE.

Kowloon Roads.

Dear Sir,
Would you kindly allow me space in your valuable columns to heartily endorse the remarks made by "Safety First" last Saturday on the dangers of oil deposits on Kowloon main motor roads. In doing so I should like to bring forward another matter which has become more and more in evidence lately, and one which might well be pondered over by the powers that be. I refer to the lax manner in which Chinese permit cattle to roam along the roads in the New Territories without, in many cases, any attempt to control them.

The danger of this is shown by the fact that only a short time ago a motor cyclist who was driving a combination near Fanling had an argument with a bullock which suddenly ran across the road. The bullock won and the combination overturned, smashing the forks of the machine and denting the sidecar. On Sunday a similar mishap befell another combination driver. The sidecar struck the bullock and that animal walked away leaving a goodly portion of its coat adhering to a big dent in the sidecar. Luckily it was a heavy outfit and no damage was done except to the sidecar.

These instances only serve to show that these animals are not controlled on the highway as they ought to be. It has been pointed out to me that motorists should slow down on meeting cattle, and to that there can be no effective argument. But some animals are led, and others are not. If some are led why not the others? Then again it is a common sight to meet a number of cattle, most of which are led, but in among them are 1 or 2 that are not. These have a nasty habit of suddenly running out on to the road, and their sudden unexpected appearance might flurly the coolest driver. Then again it is no uncommon thing to meet many droves of cattle, and the continual slowing down is apt to be extremely annoying. Furthermore

MOTOR CYCLING.

The Case For the Pillion.

Contrary to the popular belief of the opponents of pillion riding, the presence of a pillion passenger on a motor cycle tends to increase stability and safety rather than otherwise. The addition of weight does not reduce the factor of safety. The accurate balance of the motor cycle is in no way diminished by the pillion passenger—rather the reverse.

There is no greater fallacy than that which seeks to suggest a motor cycle is not under proper control when a pillion passenger is carried. A pillion passenger does not increase the anticipation of danger, provided he or she sits astride and the driver remembers the increased weight on the back wheel.

Statistics show that pillion riding has no greater percentage of injuries than any other form of sport.

But pillion riding may claim to be more than a sport—it is a cheap and efficient means of transport. There is no call for the suppression of the pillion riding

one often meets a bullock roaming the roadside entirely free and unattended with no sign of a responsible person. What is going to happen if a bullock walks out into the middle of the road at night in front of a motorist whose machine is equipped only with feeble acetylene light?

I do not know exactly what regulations if any are in force locally with regard to this matter, but I think it would be no hardship on anybody, either cattle owner or motorist, if it was laid down that cattle should be led, and under the control of a responsible person when on the motor roads. At home motor traffic must always give way to animals, and here no doubt the same law generally applies, but they are not permitted to roam at their own sweet will without an attendant.

Yours, etc.,
Felix.

as a dangerous sport any more than in hunting, mountaineering or boxing. The motor cycle is cheaper than the railway for cross-country journey, and provides wonderful opportunities for increasing health, pleasure and knowledge.

It can safely be urged that there are no avoidable pillion accidents due to causes for which pillion riding as such is responsible. Negligence, foolhardiness, bad road conditions are common to all forms of road transport. Let us regain a sense of proportion and remember how few accidents there are in view of the fact that there are probably nearly 100,000 pillion riders in Great Britain every fine week-end.

Pillion riding is essentially a democratic form of transport, and enables large numbers of the working classes to enjoy fresh air and the beauties of Nature. To forbid it would tend to prevent young married couples—often compelled to live in lodgings—from gaining easy and cheap access to the countryside. The railways are too dear and railway delays too numerous.

A few months ago the Carshalton Motor Cycling Club held a "Pillion Trial" on a wet day over the Surrey hills and secondary roads. Nearly every machine completed the course. There were no accidents or untoward events.

The suppression of pillion riding would have a damaging effect on an important British industry. The growth of pillion riding shows the demand for a dual use of machines. Its suppression is likely to stem demand, with consequent bad effect upon employment. A diminution of sales tends to increase production costs, with the further bad effect on Britain's flow of motor-cycle exports to the Dominions and to the Continent—in competition with American and German machines.

The importance of this trade is shown by the fact that in 1925 the British cycle and motor-cycle industry created a credit item in the national balance sheet of £6,329,770, which represents a balance of £5,885,038 in exports over £443,737 in imports. These figures were greatly increased during 1926.

HUDSON-ESSEX.

Speed, Economy and Smoothness.

Coming as the culmination of four years' development, an entirely new line of Hudson and Essex cars was displayed at the Automobile Show at New York. Appearance has been radically changed to provide sweeping streamlines and finer detail, while both chassis have been re-engineered for better speeds, road safety and comfort, faster acceleration, fuel economy and a smoothness described as "superlative."

The Hudson engineers announce these results have been obtained without enlarging the dimensions of the motors, and are due to a full application of the patented Super-Six principle of design which has been characteristic of Hudson construction for more than eleven years.

Claims for performance in the new cars are sweeping. It is asserted that the new Hudson, Super-Six motor will show "the highest safe driving range on the road," yet with an improved fuel economy and without the sacrifice of other desirable motor qualities. It is claimed the Essex will drive smoothly, and easily above a mile a minute. Both cars, it is said, are capable of high sustained speeds over long distances and all types of roads. In line with its new performing qualities, the Essex is re-named the Essex Super-Six.

PRICES STABILIZED.

Prices continue moderate despite the many improvements and trade comment is that when once announced they may be considered as stabilized. Hudson is understood to have reached what it considers the proper price level for both Hudson and Essex.

"This new Hudson-Essex line of cars," said Robert B. Cole, general manager of the Hudson Motor Car Company, of New York, "is composed of twelve body types—a variety of cars which will meet almost any individual preference. This variety is still further enhanced by the adoption of attractive colour combinations."

All cars are characterized by higher radiators, hoods and general streamline effects. Essex is now a small counterpart of Hudson in appearance.

MECHANICAL BETTERMENTS.

To assure finer performance, a large number of mechanical betterments have been built into the cars. New ignition systems provide a full automatic control. Sparks are 50 per cent. hotter than ever previously used.

In the Hudson, the F-head type of valve arrangement is employed. This locates the intake valves in the head of the motor and the exhaust valves at the side. No other arrangement of this type is now known in American production.

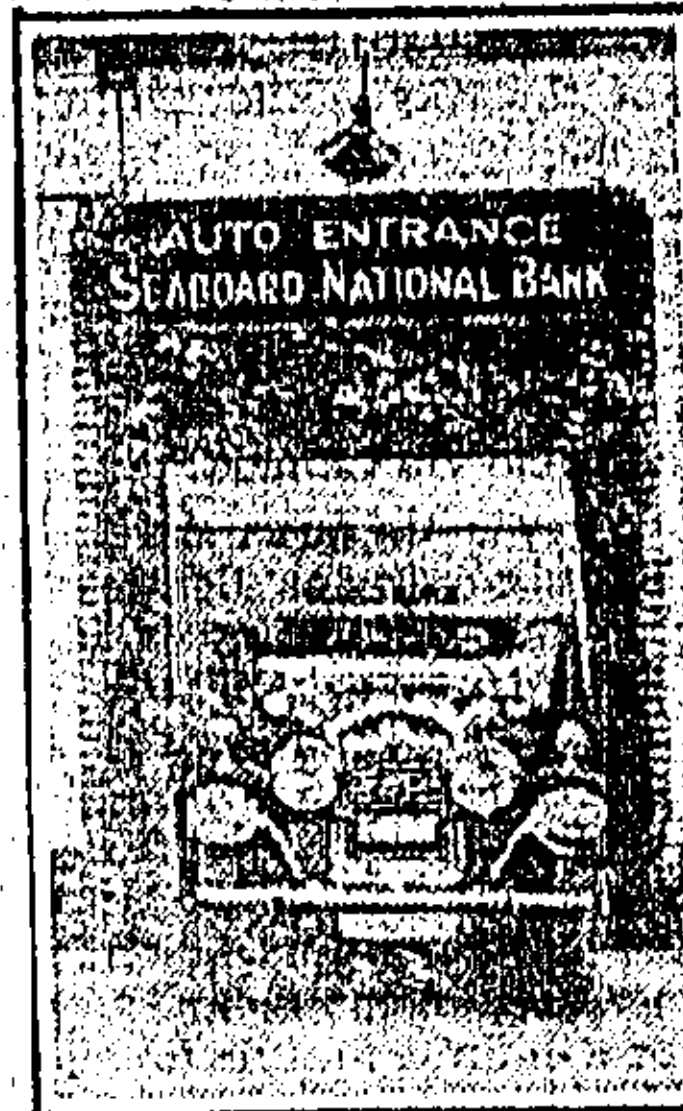
In the Super-Six principle of construction used in both cars the vital component is the crankshaft. This type of crankshaft, patented more than eleven years ago by Hudson, is designed with counter-weights, so located and arranged that the shaft rotates even at high speed with a fly-wheel-like effect.

The improved Essex engine runs with remarkable smoothness and is capable of 4000 r. p. m. With an improved and highly developed splash lubrication system, ample oil is supplied to the engine at all speeds up to the maximum. Twenty pounds have been added to the flywheel-and-clutch assembly. This additional weight, plus close weighing and checking of all units, greatly increases the smoothness of the engine.

SUPER-SIX RE-DESIGNED.

In order to utilize the super-power of the Hudson chassis and running gear have been re-designed. The frame is four inches lower due to an entirely new construction. Wheels have been reduced in size, with 31x6 tyres now fitted. A patented type of rear-spring construction has the rear ends attached to the extended ends of the rear frame cross member. The springs are set at an angle, the rear ends being farthest apart, a feature which is said to give exceptional stability on curves as well as straightaway. All plunging effect is said to have been eliminated. Steering mechanism has been perfected to do away with "shimmying" effects. The four-wheel brakes of Bendix type are highly effective.

DRIVE IN.



A Los Angeles bank has an automobile entrance into the building so that depositors will not have the inconvenience of parking their machines. The picture shows a machine coming out of the auto entrance.

INTERNATIONAL ROAD.

Highway to Link 19 Countries.

Washington.—The proposal for a modern highway extending from Canada through the United States, Mexico, Central and South America and linking 19 countries may be given government support.

Senator Ralph H. Cameron of Arizona is sponsoring the plan in the Senate and Congressman C. J. McLeod, Michigan, has introduced a similar bill in the House.

The Central and South American countries included on the suggested route are Guatemala, Salvador, Honduras, Nicaragua, Costa Rica, Panama, Colombia, Venezuela, Brazil, Ecuador, Peru, Bolivia, Chile, Paraguay, Uruguay, and Argentina.

In support of the measure Senator Cameron says: "This highway, linking 19 countries, will improve and strengthen all of the countries, socially, economically and politically."

"Individual, personal contact by tourists and visitors along the route and branch roads will create friendships and open new trade of extraordinary value."

Senator Cameron says that many attempts have been made by private individuals to encourage the building of the highway but without success. He believes that only a government commission can undertake the work.

FOUR-WHEEL BRAKES.

Licensed cabs and coaches in England may soon be equipped with four-wheel braking systems if the investigations of the British police are favourable for the four-wheel brakes. Scotland Yard has held during the past two years that four-wheel braking is unsafe in the metropolitan area.

JOIN



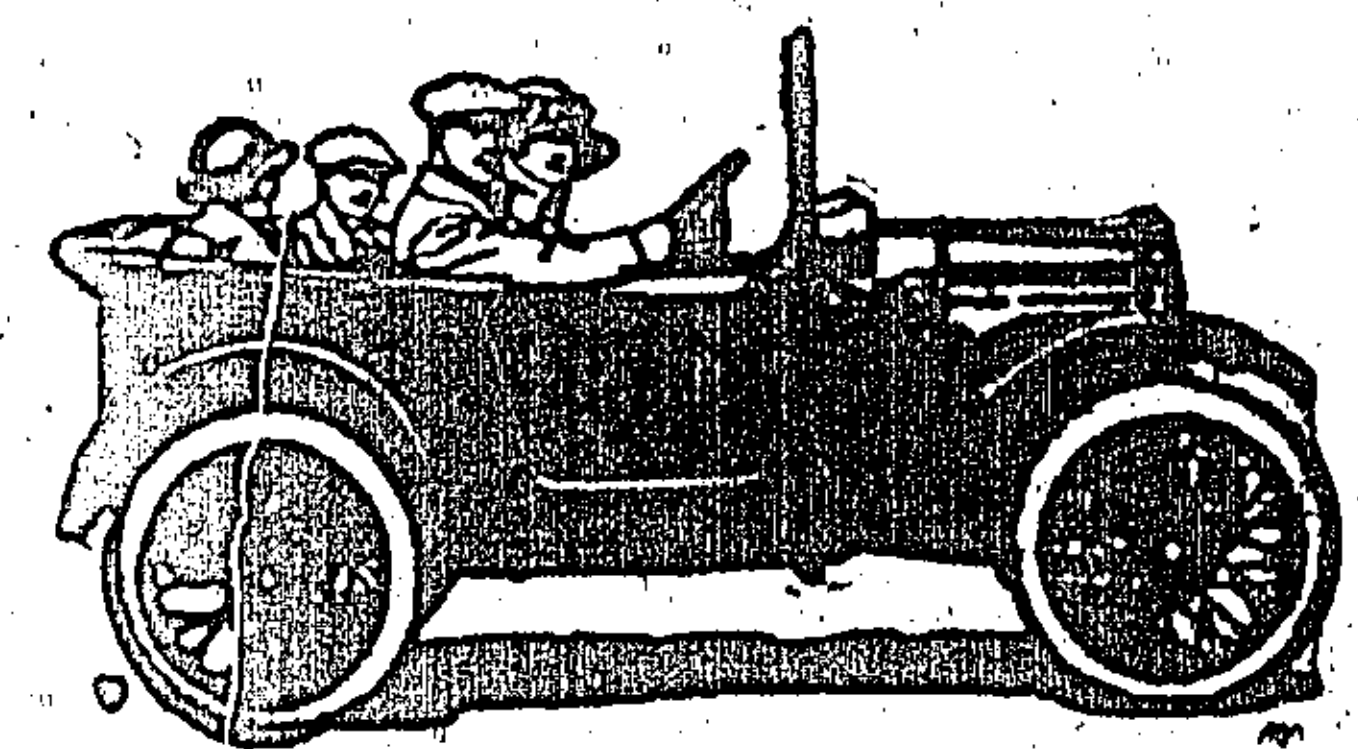
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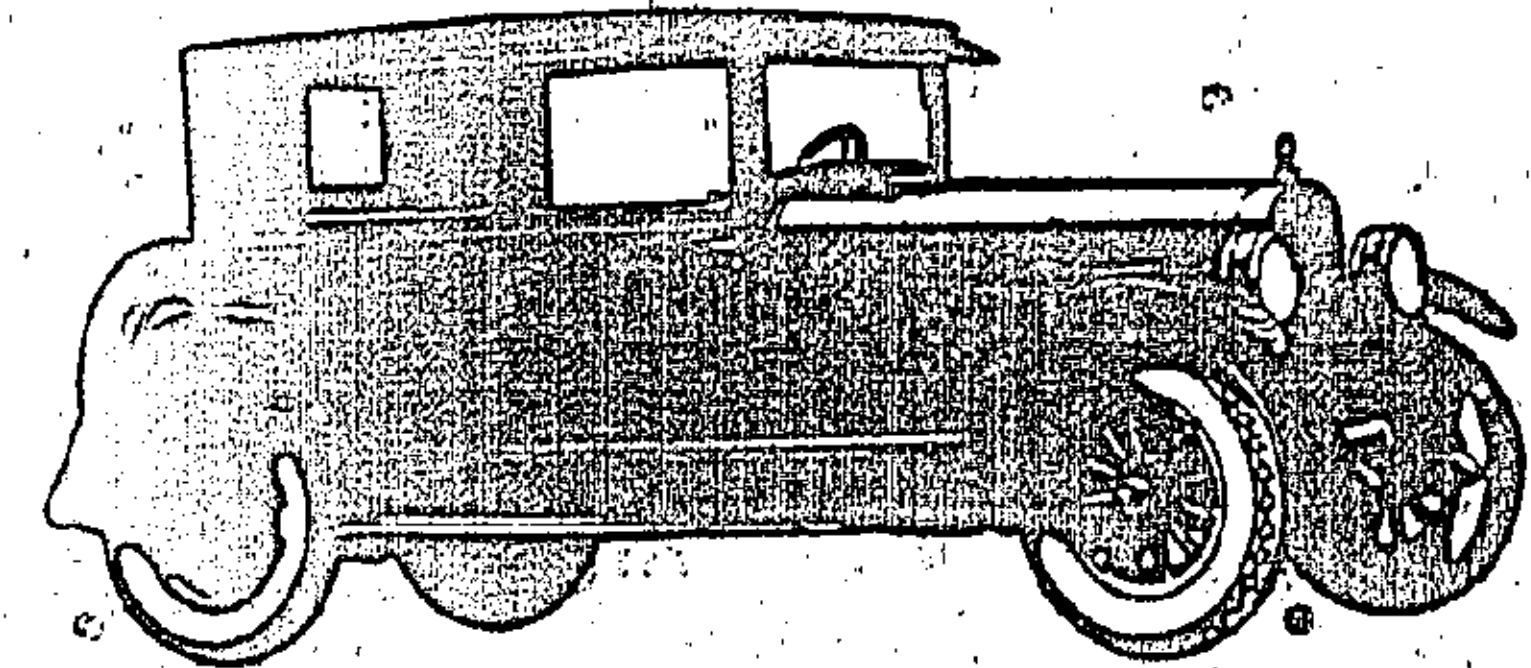
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Sedan (5-passenger)G\$2,440.00
Sedan (7-passenger)G\$2,550.00

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BANK OF CHINA BUILDING, HONGKONG.

ENGINEERS' DINNER.

AIR AND RAIL TRANSPORT
IN CHINA.

The annual dinner of the Institution of Engineers and Shipbuilders of Hongkong was held last night, in the Institution's headquarters which were daintily decorated with flowers, flags and bunting. There were about one hundred people present, the principal guests including His Excellency the Governor, Sir Cecil Clementi, K. C. M. G., who was accompanied by Capt. Steele, A. D. C., and Mr. A. D. C. Steele, A. D. C., the Hon. Mr. W. T. Southern, Colonial Secretary and the Hon. Mr. H. T. Creasy, both of whom are Honorary Vice-Presidents of the Institution. Rear Admiral W. H. D. Boyle, C. B., R. N., Commodore J. F. Pearson, C. M. G., R. N., the Hon. Mr. H. W. Bird, Lieut. Col. L. G. Bird, D. S. O., Lieut. Col. S. Boylan Smith, Eng. Capt. W. N. Mitchell, R. N., Eng. Comm. G. H. Young, Mr. Cameron MacGregor (Glen Line) and Mr. D. Templeton.

Others present were Mr. J. Ormiston (President), Mr. L. J. Blackburn (Vice-President) and chairman of the committee, Mr. R. M. Dyer, Mr. K. E. Greig, Mr. S. Baker and Mr. W. Russell (past Presidents), Mr. R. Hunter (Vice-chairman of the committee), Mr. W. J. Stokes, Mr. J. M. Jack, Mr. W. J. Hill, Mr. W. S. Bailey, Mr. A. Landsberg (Secretary) and many others.

President's Address.

The President, in submitting the toast of "Our Hon. President," said: Your Excellency and Gentlemen, it is a great honour to welcome your Excellency and such a representative gathering to this, the first annual dinner to be held in our own premises. Your Excellency was kind enough to say at the opening of these rooms that it was a fine act of faith and laudable spirit of optimism on our part to embark upon the extension of our premises after 12 months of boycott and trade depression.

We naturally did not expect to make ends meet during the first year, but I am pleased to inform you that after payment of all non-recurring costs of the change, our estimated loss has not been exceeded, notwithstanding the fact that conditions are still far from normal.

Our sea-going membership has been seriously affected, so much so that many have left the Colony, while others are absent owing to their ships being diverted to other trades where commerce is not beset by so many difficulties, and now, after omitting Hongkong for more than a year, the China Merchants Steam Navigation Company's vessels have ceased to operate.

The effect on our membership is that out of a total of 606 we have 250 on the Absent List who are, thus non-contributors, as also are members who, though in the Colony, are unemployed. I should explain that unemployed members retain their full privileges free of charge during the period of their unemployment.

Charitable Contributions.

In spite of these heavy handicaps we have maintained our charitable contributions at their customary figures and we shall indeed be poor before we allow this duty to lapse from its position of first importance in our eyes. As Pope said: "In Faith and Hope the World will disagree, but all mankind's concern is Charity."

We believe and sincerely hope our income will balance our expenditure this year, but that is not enough; in these fine premises we have a store of potential energy in the fact that we can accommodate, and cater for, twice our present membership. It only requires this latent force to be translated into the kinetic energy of a growing membership to bring about an accelerated velocity of our progress, and in this one of the leading shipping ports in the world and such an important outpost of Empire, it should not be difficult of accomplishment.

The foregoing remarks, which are plainly propaganda, are to point out to the large number of gentlemen in this Colony connected with engineering, shipbuilding and shipping that this Institution has, since its incorporation in 1891 (26 years ago), been the acknowledged centre of these professions, and a perusal of our President's Report will bear me out in saying that some of the most eminent men of the Engineering and Shipbuilding professions have, during their stay in the Colony, been our honoured Presidents.

A Striking Fact.

A reference to our membership register will reveal the striking fact that in the past almost everyone connected with these industries has during his sojourn here been enrolled, but the Colony has expanded to such an extent that this cannot be stated. Need I say more, except that those gentlemen who join our ranks will, at one and the same time, honour us, and themselves and enable us to still better

live up to Clause A. in our "Memorandum of Association," viz: To improve the scientific knowledge of members of the Company, to further engineering and shipbuilding science, to encourage social intercourse amongst the members.

The Literary Side.

At the opening ceremony promises were made that the literary and technical side of our activities would receive closer attention. I submit that this promise has been in no small degree fulfilled, for we have already listened to four papers:

1. "The Ship" by Mr. J. S. Gillingham, O.B.E., M.I.N.A., Member of the Royal Corps of Naval Constructors, Chief Constructor, H. M. Dockyard.

2. "Radio" by Mr. A. J. Chesterton, Manager of the local Branch of Marconi International Communications, Ltd., assisted by Mr. G. F. Taylor.

3. "Roads" by Mr. Van Horn, late Superintendent of Highways, New York City, U.S.A.

4. "Automobile Troubles, and How to Avoid Them" by Mr. C. D. Lambert, Chief Mechanical Engineer, Kowloon-Canton Railway, British Section.

I take this opportunity of thanking these gentlemen for the time they have expended in affording us so much valuable and interesting information.

Others in Preparation.

Two further papers are in course of preparation, one by Mr. L. C. F. Bellamy, General Manager of the Hongkong Tramways, Ltd., dealing with "The Economics of Electrification." This paper will, I understand, be illustrated by a cinema film. The other by Mr. Hevey of the Hongkong and China Gas Co. on the subject of "Gas Distribution."

As convener of the Literary Council charged with arranging the programme of these lectures, it has been a very pleasant duty, for I have found that we have quite a goodly number of gentlemen in our midst willing to sacrifice their hours of leisure in preparing papers wherewith to impart to their fellows these personal experiences and daily trials which the text books fail to supply. This, I feel, is an augury for the future which will, I hope, encourage my successors to carry on the good work.

The Social Side.

The social side of our affairs has not been neglected; we endeavour to make the lady friends of our members comfortable in our Ladies' Room by the provision of as many of the amenities as our poor male brains can devise and we have initiated a scheme of evening dances in these rooms, the success of which has been very encouraging.

From the point of view of having a suitable Lecture Hall and providing more comfort for members, I believe it will be agreed that the extension of our premises last year has been fully justified.

It is very desirable that the younger members should take more interest in the management of the Institution. It is somewhat disappointing that more replies are not received to our circular requesting names of members who are willing to stand for election to the General Committee. The majority of the Committee of Management are "old hands" and I can assure you, would welcome the assistance of the younger set.

From you, Sir, we expect criticism which we know will be kind, advice which we know will be thoughtful, and encouragement which we are sure will be sincere.

In conclusion, permit me on behalf of the members (both present, absent and prospective) to say how grateful we are for the interest you have taken in our work and for your kindly courtesy in honouring us with your presence to-night (Applause). Gentlemen, I give you the toast "Our Hon. President."

The Governor's Speech.

Replying to the toast, His Excellency the Governor said: I thank you for the words in which you have proposed the toast of my health and gentlemen, I thank you all for the way in which you have received the toast. It is, I feel, a great privilege to be Honorary President of an Institution, the members of which have in a very literal sense built up this Colony, and it is a great pleasure to me to attend the first annual dinner given by you in your own premises, where we can feel thoroughly at home.

On the occasion of your annual dinner last year I spoke of what engineers had done for Hongkong. To-night I should like to indicate very briefly what engineers have done, and have it in their power to do, for China.

First of all consider lines of communication. The vast foreign trade of China results from the work of engineers. The total value of that trade to China as shown in the statistics of the Chinese Maritime Customs for 1924 was 1,790 million taels. Almost all this trade is borne in ships, designed, built, worked,

docked and kept in repair by engineers.

Steam navigation of China's inland water ways is another achievement of engineers, and especially on the upper Yangtze the pioneers mounted not only difficulties but serious dangers.

Kowloon to Calais.

Railway engineering in China dates from 1876 and is therefore a year younger than I am. It has made great progress; but its future is bound to be greater still: and the day is sure to come when residents in this Colony will take through railway tickets from Kowloon to Calais and return tickets at that.

Road construction in the European sense of the word has scarcely begun; but now that engineers have invented and are steadily perfecting the motor-car, and seeing what a hold motor transport already has upon the Chinese mind, the pressure of Chinese public opinion is likely before long to compel provincial authorities to build motor-roads.

When this movement begins, an immense stimulus will be given to the motor industry and rubber and petrol will be even more in demand.

Local Aerodrome.

Indeed I venture to prophesy that, when China is really opened up for motor traffic, a new design of motor car will become imperative, for the world's supply of petrol will not suffice and cars will have to be propelled by some other motor-spirit.

Air transport in China, save for purposes of civil war, hardly yet exists; but it is bound to come and we are already at work on an aerodrome for this Colony. The idea of travelling from Hongkong to Canton in an hour is sure to make a strong appeal to business men; and once air ways are established the flight from Hongkong to the majority of the great cities of China will only be a matter of one, or at most two, days' journey.

Enormous Fields.

Another enormous field for beneficial activity in China, scarcely touched at present, is sanitary engineering in which I would include water works, sewage works, anti-malarial work, slum improvement, town planning and the like. Then again electric lighting is much desired by Chinese of all classes and, so far as I know, hydro-electric engineering has not yet made a start anywhere in China.

There are also telegraphy, telephony, wireless broadcasting and other electrical inventions of which the exploitation in China has only just begun, but the demand for which is likely to be prodigious.

It would be easy to continue for a long time in this strain, but I have said enough to show what an immense demand there is certain to be in China for engineers as soon as War Lords turn their attention from military to civil engineering.

We in Hongkong can do much to supply this demand by training Chinese students in British engineering standards and ideals at the Hongkong University.

The Engineering Faculty.

The generosity of the great firm of Butterfield and Swire has endowed the Taikee Chair of Engineering at that University; but it is for all British engineers and all British Engineering-firms in this Colony and above all it is for the Hongkong Institute of Engineers and Shipbuilders to collaborate in making the Engineering Faculty of the Hongkong University the signal success which it ought to be.

I earnestly invite you each and all to take a real interest in that Faculty. I do this not only as Chancellor of the University, but even more as Governor of Hongkong, because I feel that there is a unique opportunity before this Colony of becoming intimately associated with future engineering developments all over China through the medium of young Chinese engineers, who will have been trained in Hongkong and then go into all the Eighteen Provinces of China taking with them an affection for their *alma mater* and a real comprehension of the thoroughness and the high ideals of British engineering as well as of the genuine friendship for our Chinese neighbours with which we in this Colony are animated.

Gentlemen, I wish your Institution all success and an ever increasing membership as the years go by. I trust that every engineer stationed in Hongkong will, as a matter of course, join up and do what he can to promote the welfare of this Institution. And I hope that your sphere of activities may steadily expand to the benefit not only of this Colony but of China as well.

Encouragement.

Mr. L. J. Blackburn said: It has fallen to my lot to have the honour of proposing the toast of our visitors and I can assure you that it is very encouraging to the Institute to have so many distinguished guests this evening. Encouraging in the fact that busy people, such as Your Excellency, Admiral Boyle, our two honorary Vice Presidents—the Hon. Mr.

Southern and the Hon. Mr. Creasy—with others too many to enumerate, have found time to honour us with their presence shows that the Institute is serving a useful purpose in the Colony.

We regret that H.E. The Officer Commanding was unable to accept our invitation. However we have a worthy representative of the Auxiliary Forces present in the person of our esteemed Commandant of the Volunteers—Lt. Col. L. G. Bird.

Our President in his speech has touched on various matters connected to this Institution. In fact, he has robbed me of many points I had planned to speak upon.

His Excellency failed to remember one branch of engineering and that is gas engineering (laughter). It may be that we are rather shy at advertising ourselves. But we are still very lively despite all that was said when electricity came in. But I would like to say that the lectures which have been given, while technical, have not been too much so as to make them uninteresting to the layman. Our thanks are due not only to the gentlemen who have prepared the papers but also to Mr. Ormiston for arranging them.

The Membership.

The object of these lectures is to uphold the name we carry—The Institute of Engineers and Shipbuilders—by assisting in the attainment of general knowledge on engineering subjects (this world is becoming more mechanical every day), and at the same time popularise the Institute.

As stated by our President we could do with many more members and in this connection I would state that membership is not limited to those solely interested in engineering and allied trades. We have a large and valued number of associate members, and the committee would welcome a large influx of both ordinary and associate members.

Before calling on the members to honour the toast of our visitors I would like to thank the gentlemen who have come along to enliven our gathering with music and song.

Admiration and Respect.

Replying, the Hon. Mr. H. W. Bird said that during many voyages to and from the old country during a period of thirty-five years he had learned to admire and respect the marine engineer. As an architect he had a natural feeling for the shipbuilder. For if he (the shipbuilder) forgot to put a plug in a hole he got into as much trouble should he (the architect) forget to leave a hole for the smoke to come out. He had heard the Royal Navy spoken of as the silent service, but if he might coin a phrase, he would refer to them as the inconspicuous service.

Mr. Bird emphasised how much passengers, crew and officers on ship owed to the marine engineer.

When a ship stopped suddenly in mid-ocean, the monotonous regularity with which the thousands of miles had been covered were forgotten, and the helplessness of the situation was realised, until the marine engineer put the overheated bearings or the broken steam-pipe right. No matter how smart the deck officers were they had to rely on the marine engineers. They could not get on without the engineers, whether they were marine engineers or gas engineers.

The speaker concluded by referring to the need for fostering a deeper interest in engineering.

Malta to Hongkong.

Rear-Admiral Boyle, speaking as a sailor, said they owed debt to the shipbuilders and engineers who provided them with houses to live in and with the means of going round the world. He recalled how he was rushed out to China in 1896. Looking back on those days and on the long and weary voyage, he realised what a debt they owed the shipbuilders and engineers. On his last trip out to China he arrived in Hongkong 16 days after leaving Malta.

The war, he continued, proved a great test for the marine engineers and for the whole of the seafaring services of the British Empire, both Naval and Mercantile, and there had been no adverse criticism of marine engineers in this respect.

During the evening an excellent musical programme was given by Messrs. A. E. Stone, T. G. Paterson, R. M. Keown, and L. E. Hopkins. Messrs. G. Grimble and H. A. Jones were the accompanists.

The catering for the dinner was done by Messrs. Lane Crawford, Ltd.

From the Fen district millions of forced daffodils and tulips are being sent to London, Birmingham, Manchester, Sheffield, Leeds, Newcastle, and Glasgow.

A man fined at Tottenham for being drunk, said he took drink for the flu. It cured him, but when he went outside the public house he failed to pull himself together.

THE COLDSTREAMS.

ROUSING WELCOME IN SHANGHAI.

Shanghai, March 11.

Pouring rain greeted the Coldstreams, when the second battalion landed on Chinese soil for the first time, this afternoon. Headed by a band they marched five miles to their billets prepared for them in Joesfield Park.

Admiral Tyrwhitt accompanied by General Duncan took the salute at the entrance of the British Consulate where the Britishers were mostly concentrated and as the Coldstreams swung along through the rain they were welcomed with rousing cheers by their countrymen.

The fine physique of the burly guardsmen evoked general admiration from the mixed crowd of Chinese and foreigners which lined the Bund and Nanking Road. The men were in the pink of condition and cheerful. They will constitute a most useful addition to the defence force.—*Reuter.*

"Cold Water Soldiers."

In view of the arrival of the Coldstream Guards in Shanghai this week, Chinese journalists are reported to have been at some pains to get a good translation for the name of the regiment, says the N. C. D. News. One interesting effort is reported, this working out as "Cold Water Soldiers," which is possibly not incorrect as a literal translation of the words when the name of the village of Coldstream is split up. The idea conveyed is naturally that such troops will be eminently suitable for operations in this part of the country with its endless succession of cracks, containing very cold water at the present season.—*More Marines.*


Taranto, March 11.

The auxiliary Volta is proceeding to the Far East with Marine units aboard.—*Reuter.*

COMPANY REPORT.

YOKOHAMA SPECIE BANK DIVIDEND.

The Hongkong branch of the Yokohama Specie Bank is in receipt of a cablegram from the Head Office to the effect that at the 9th half-yearly ordinary general meeting of the shareholders, held at the head office at Yokohama, on the 10th instant it was reported that the balance sheet showed a net profit of Yen 15,142,357.99, including Yen 5,962,168.08 carried over from last account. It was resolved to pay a dividend of 12% p.a. (absorbing Yen 6,000,000) for the half year ended the 31st December, 1926, to add to the Reserve Fund Yen 3,000,000, and to carry forward the sum of Yen 6,142,357.99 to the next account.



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MIXED CHOCOLATES

WOMAN'S
WORLD

Caißer



CHOCOLATE ALMONDS

ON THE LINKS.

WOMEN OFFENDERS.

Women who have recently taken up the game are frequently sad offenders in the matter of golf etiquette. They sin, not from intention but lack of knowledge.

On the tee the correct place to stand whilst one's opponent is making a stroke is on the extreme right and slightly behind the ball. The opposite is true in the case of a left-handed player.

Throughout play this position is correct, unless one's own ball is considerably to the left of one's opponent, when one should stand directly behind, and well clear.

On the putting green etiquette demands that one should stand to the right of the line of putt, or behind.

The green must be vacated immediately after holing out. Never mark the card on the green or linger there.

At the next tee one must not drive till the players in front have played their second shots, neither may one play up to a green till the first party has moved off.

Never hold up the party following on account of a lost ball. Common sense will dictate how soon they should be signalled through.

NATTY IDEA.



This blouse was once an embroidered Japanese scarf.

CRYSTAL FASHIONS.

MUCH IN VOGUE.

Crystal buckles are much in demand on simple black velvet frocks. In every case crystal bracelets to match are worn, and they must conform to the design of the buckle.

A blue straw hat was decorated with a design of small unpolished crystal rings through which silver ribbon was threaded.

Crystal waistbelts are a novelty. Plaques of crystal are allied with rings of metal, or beautifully designed pieces of crystal are held in squares of enamel.

Large plaques of unpolished crystal are found ornamenting the newest bags.

Crystal necklaces, also beautiful tortoiseshell rings, are worn by smart women.

Tremendous crystal buckles are seen on evening shoes, also detachable crystal straps which are made to cross and recross over the vamp before fastening on to the side of the slipper.

COSMETICS.

HOW TO USE THEM.

Powder, lipstick and other "aids" to women's beauty are generally used these days, yet hardly one woman in ten knows how to apply them artistically. Even powder and vanishing cream, the two most universally used "beautifiers," are seldom applied as they should be.

Choosing Preparations.

Powder, rouge, lipstick should all be chosen to suit each individual skin, not only as regards colouring but texture. A very fine skin needs a very fine powder and a dry skin should have a foundation of cold cream in place of vanishing cream.

Almost every make of powder can be had in various shades, and before deciding on any particular shade a whole range of samples (which all powder manufacturers will supply) should be tested. Then having found the ideal, stick to it.

Vanishing cream, unless properly applied, is apt to be disfiguring rather than beautifying, especially in warm weather, for, wrongly applied, it "gives," and the powder dusted over it settles in patches. Use only a very little vanishing cream, and smooth it over the skin and allow it to soak in for a couple of minutes before powder is dusted on. Then before applying the powder-puff wipe the face over with a soft chamols leather. Applied in this way the cream forms a smooth foundation for powder, and the face will not "give" when dancing.

The Lipstick.

Never, if you value your appearance, apply a lipstick directly to the lips without smoothing the "colour" well into the skin. The best way of applying colour to the lips is to give a good dab in the middle of the upper and lower lip with the "stick," then with the tip of the finger smooth the colour in, working from the middle towards the corners. Massage gently till all the colour has been absorbed into the red portion of the lips, and at natural appearance will result, without the ugly little smears which one so often sees as the result of hastily applied colouring.

When the eyebrows and lashes are too light for beauty and a pencil or other means of darkening them is used a soft brush should be kept and, after applying the pencil, the eyelashes should be brushed upwards. This prevents the lashes from sticking together, which they so often do after the use of a pencil.

A piece of soft chamols leather should always find a place on the dressing-table. If, after applying the powder puff, the skin is wiped over with the leather, beautifully smooth surface will result and the face will not have any sign of being "made up."

THIS WEEK'S RECIPE.

KRAFT CHEESE SOUFFLE.

½ cup Kraft American cheese (rub through grater), ¼ cup flour, 3 eggs, ¼ cup butter, 1 cup milk, salt, paprika, onion juice. Prepare a white sauce with flour, butter and milk, add cheese and cook, stirring until thick. Add yolks of eggs, a little salt, paprika to taste and a little onion juice. Mix carefully and fold in stiffly beaten whites of the 3 eggs. Turn into greased baking dish and set in a pan of water in a hot oven. Bake until firm.

Cosmetic novelties become more and more unusual. The latest, and most unexpected way of carrying one's lipstick is in the handle of one's umbrella. When the day is wet, and one feels the urgent need of a little titivating, to know that the lip-stick, of a water-proof brand, is within the handle of the "dumpy" is most comforting. This obliging handle represents some beast such as a cat, a tiger, or a lion, and by moving a small lever, the lipstick-case slips out of the animal's mouth.

NEW YORK NOTABLES AT BEAUX ARTS BALL.

THIS YEAR'S PICTURESQUE DRESSES.



"Old New Orleans" was the motif of New York's 1927 Beaux Arts Ball, one of the outstanding events of the winter social season. Costumes such as these lent to the spectacle this year even more colour than those which enlivened it in the past. Left to right we have Mrs. Lawrence Copley Shaw, as Unzaga wife of the 1770 governor of New Orleans; Mrs. Ernest F. Dunham, as a belle, and Miss Lucille Pugh, as the Marquis Casa Sanandra. Below is Arthur Ware as Governor Clayborne of 1803.

SUGGESTIONS FOR THE BRIDE'S TROUSSEAU.

DAINTY GOWNS TO SUIT ALL OCCASIONS.



Separating the black and gold stripes of the evening gown, (pictured on the left), is one of mottled gold which shades down the violent contrast. The neckline is charming, a surprise effect of the gold stripe. Striking too is the other evening gown. Over a slip of silver cloth is a diaphanous overslip of black chiffon embroidered in spiderweb designs in black silk. The belt is a crush of crimson chiffon that falls in loops to the hemline and matches the rose at the shoulder. The afternoon dress is a model carried out in black chiffon velvet with medieval sleeves banded with ermine.

AGEING HANDS.

MESSAGE NECESSARY.

A youthful face but old-looking hands! How often one sees them; a woman with a face that might easily pass for thirty-five, but whose hands proclaim her fifty. Even comparatively young women often have old-looking hands, for the finer and more delicate skin, the quicker it becomes lined and wrinkled.

To keep the hands soft and youthful they should be massaged and "creamed" every day. The massage can be given at any odd time when an opportunity occurs, for it is not necessary to apply the cream at the same time. When massaging the hands, use the first finger and thumb of one hand to massage the fingers of the other, and work from the tips of the fingers to the base, working at the sides. This keeps the fingers slim, and prevents the knuckles from becoming enlarged. Then, using the first, second and third fingers of one hand massage the back of the other.

When "creaming" the hands put a small lump of whichever cream is used on the palm of the right hand, and work it well into the back and fingers of the left hand, and treat the right hand in the same way, using the palm of the left hand. This should be done every night, then the skin dusted with fine oatmeal, while if very neglected it is best to apply the cream night and morning, wiping off in the morning with a towel.

To whiten and soften the skin, a few drops of simple tincture of benzoin should be added to the water used for washing the hands.

BOB AND SHINGLE.

SAVE LIVES OF FACTORY WORKERS.

The bobbing and shingling fashion which is now almost universal among women and girls is said to have resulted in a great reduction of accidents in factories. A trade union leader claimed that the new custom had been "one of the greatest of blessings," and medical officers commended the fashion both on the grounds of safety and cleanliness. Some of the opinions given to *Daily Mail* reporters recently were:

Alderman Ben Turner, of Batley, Yorkshire, president of the National Union of Textile Workers: Bobbed hair has been one of the greatest blessings to women factory workers as regards safety, health, and cleanliness. Undoubtedly the fashion has prevented many accidents. Not for two years have we had a case of a woman's hair being caught in the machinery, whereas such accidents used to be rather frequent.

Dr. O. M. Holden, Medical Officer of Health for Blackburn:

The shingled head is entirely an advantage, to women who work among machinery. Long hair, flopping about had led to many a serious accident.

Dr. J. B. Wilkinson, Medical Officer of Health for Oldham:

The new fashion certainly removes one serious source of danger for women workers in mills and factories. The bobbed or shingled head has manifest advantages in the matter of cleanliness, especially where girls work among the fluff and dust of the cotton processes.

Dr. Buchan, Medical Officer of Health for Bradford:

The Eton crop is perhaps best of all for cleanliness.

Mr. G. A. Taylor, a factory inspector for Bradford:

There has been a decrease in the number of those dreadful cases of girls scalped by machinery, and there has not been a case in the last twelve months. Bobbed girls sometimes get one or two hairs caught, so the shingle is perhaps safer still.

Among the unusual handbag accessories are small flat cases of metal or enamel containing what appears to be a package of safety matches. In reality the matches are tiny lipsticks. On the point of each stick is sufficient lip-rouge for an evening.

SPRING HATS.

IN BRIGHT COLOURS.

Brighter colours are promised. We have been enjoying individuality in hats to such an extent that no woman can put her hat on her head without sitting down to the job and arranging the folds. With the taffeta models that we shall soon be wearing we shall have even more to amuse us.

Bands are to go from hats, and there is to be very little trimming on an average model, except self-stitchery in small designs.

Brims will be dispensed with, or rather, we shall be left with a tiny rim of material, entirely unworthy of a better name.

The spring collection of millinery always has a good word for grosgrain. Sometimes it is combined with straw.

Hats, while being definitely shaped, are no longer high out of all proportion. They are moulded to the head in rounded lines.

Wonderful toques of woven metal thread are shown by smart modistes. There are scarcely perceptible dimples in the crown.

VERY CHIC.



Glorified sport dress of pink crepe de chine.

SILVER PAPER HATS.

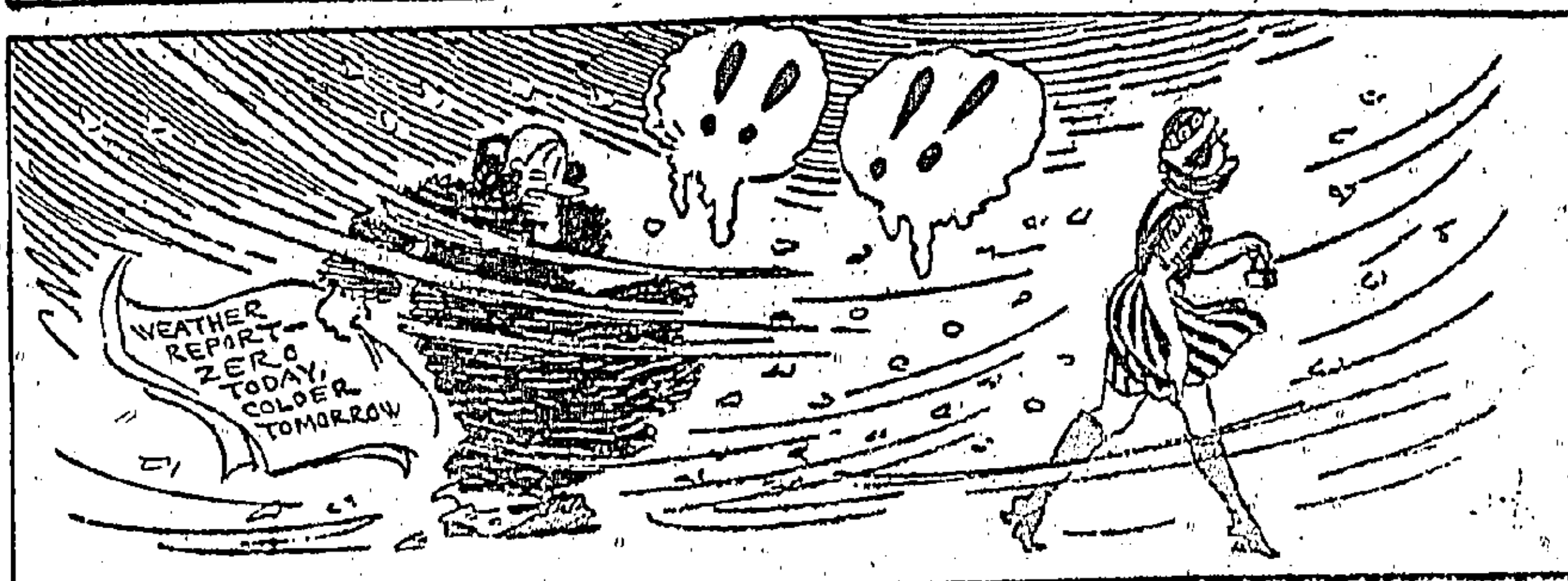
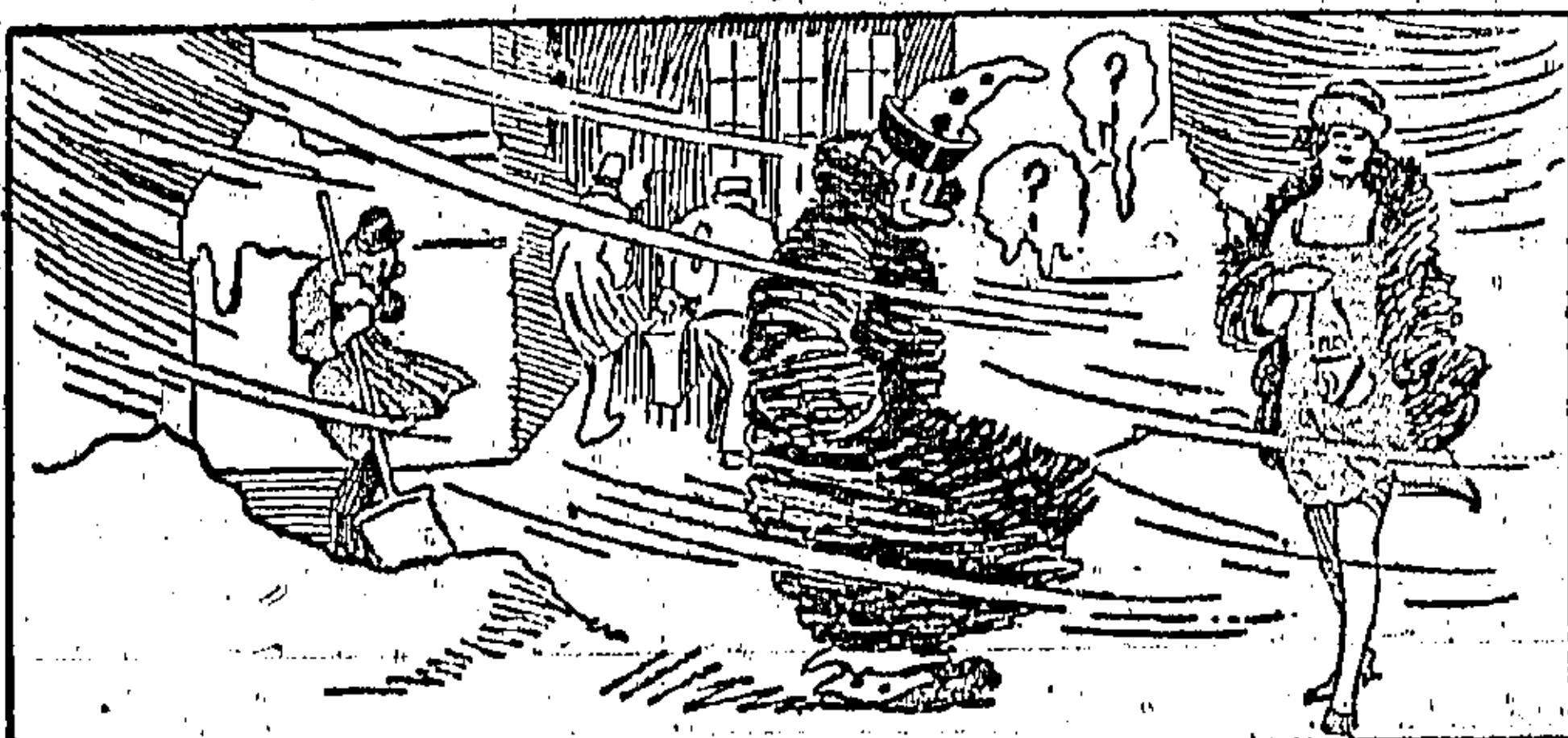
FROM CHOCOLATE WRAPPINGS.

The latest millinery craze is for hats covered with bits of silver, gold and other metallic paper, such as are used for wrapping chocolates. The papers are cut or torn into all sorts of odd shapes, which are patchworked together and then stuck on to a buckram or other light-weight hat shape, the hat afterwards being varnished all over.

Some of these amusing bright paper hats are made from only one colour, the all-silver paper hats being most popular of all, especially made in a sort of helmet shape and bound with silver tissue at the edge. But other women prefer to have their little hats covered with gold paper, while others again choose the reversible metallic papers, such as the very striking peacock blue backed with silver, the pieces being worked skilfully on to the hat with alternating sides upwards, so that it creates the impression of blue shot silver.

Jo-Jo The Jester

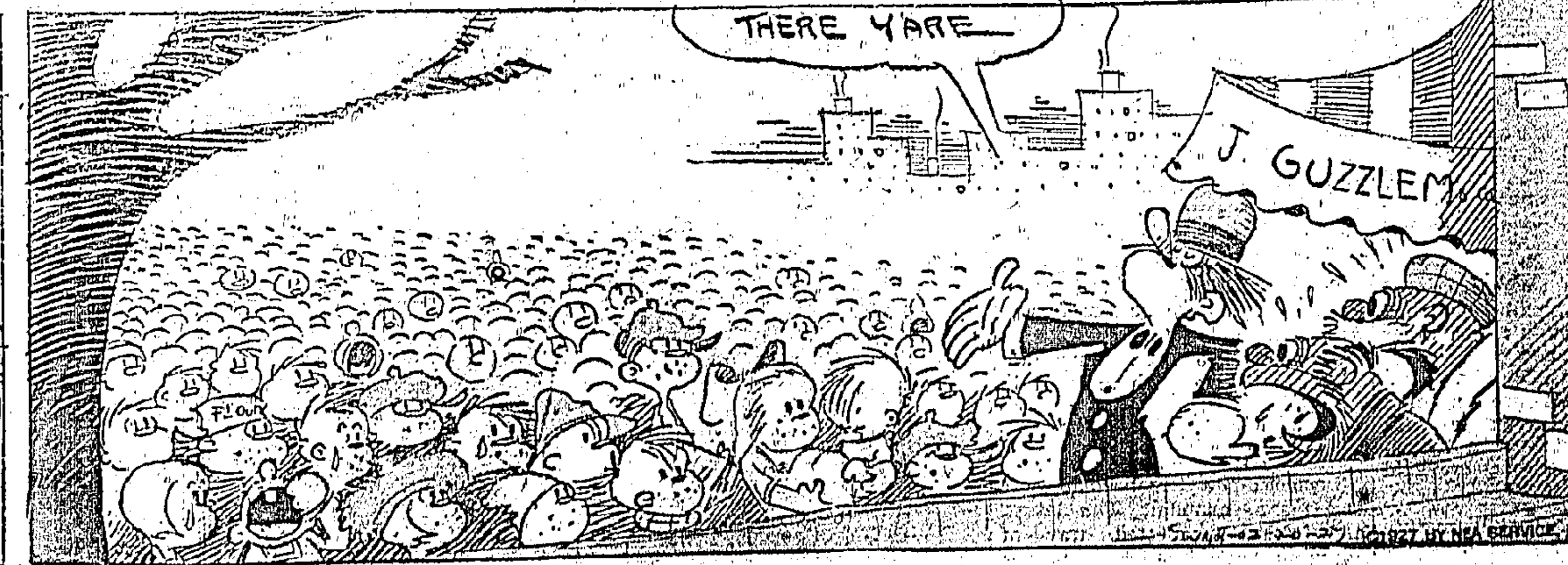
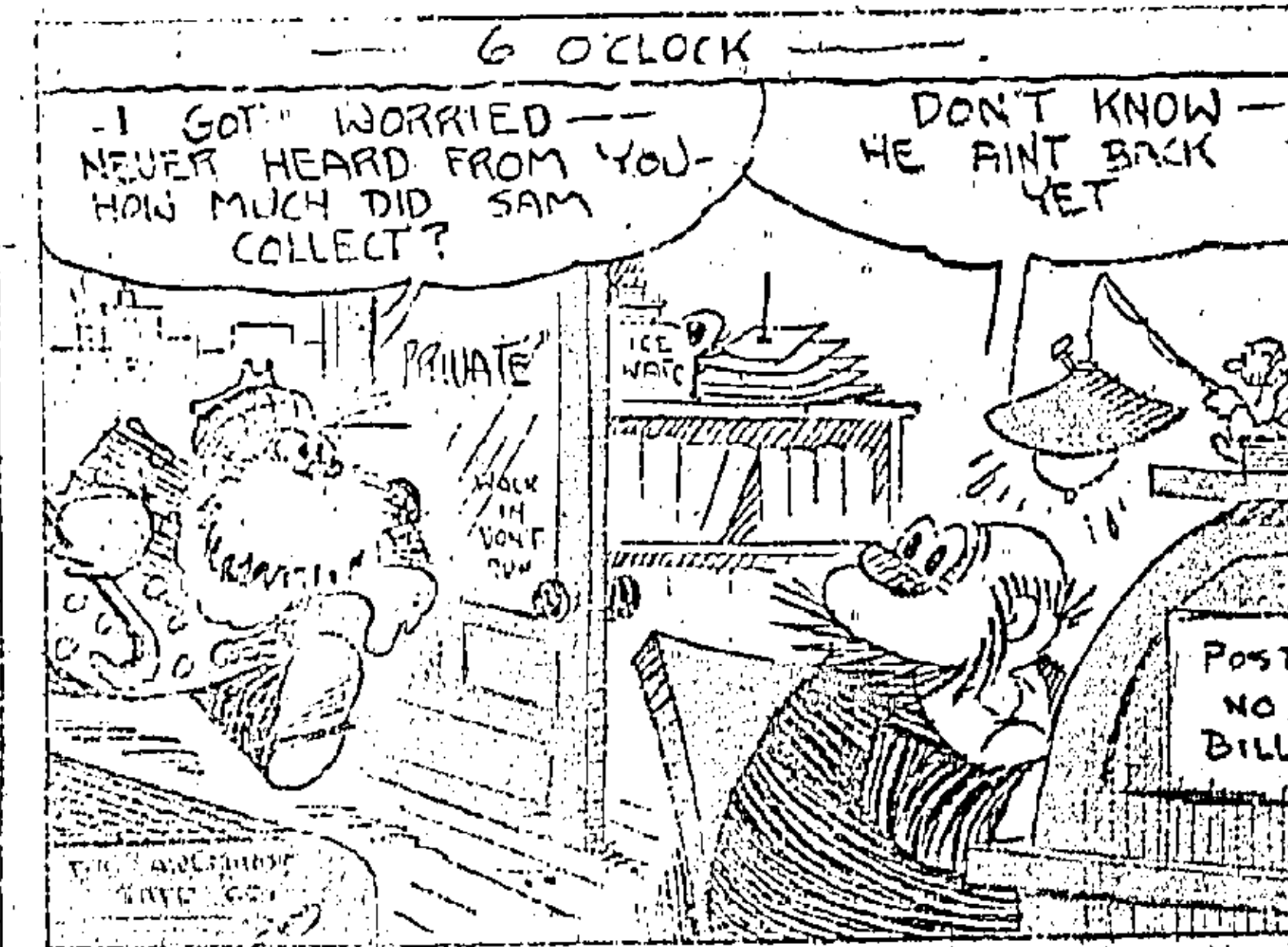
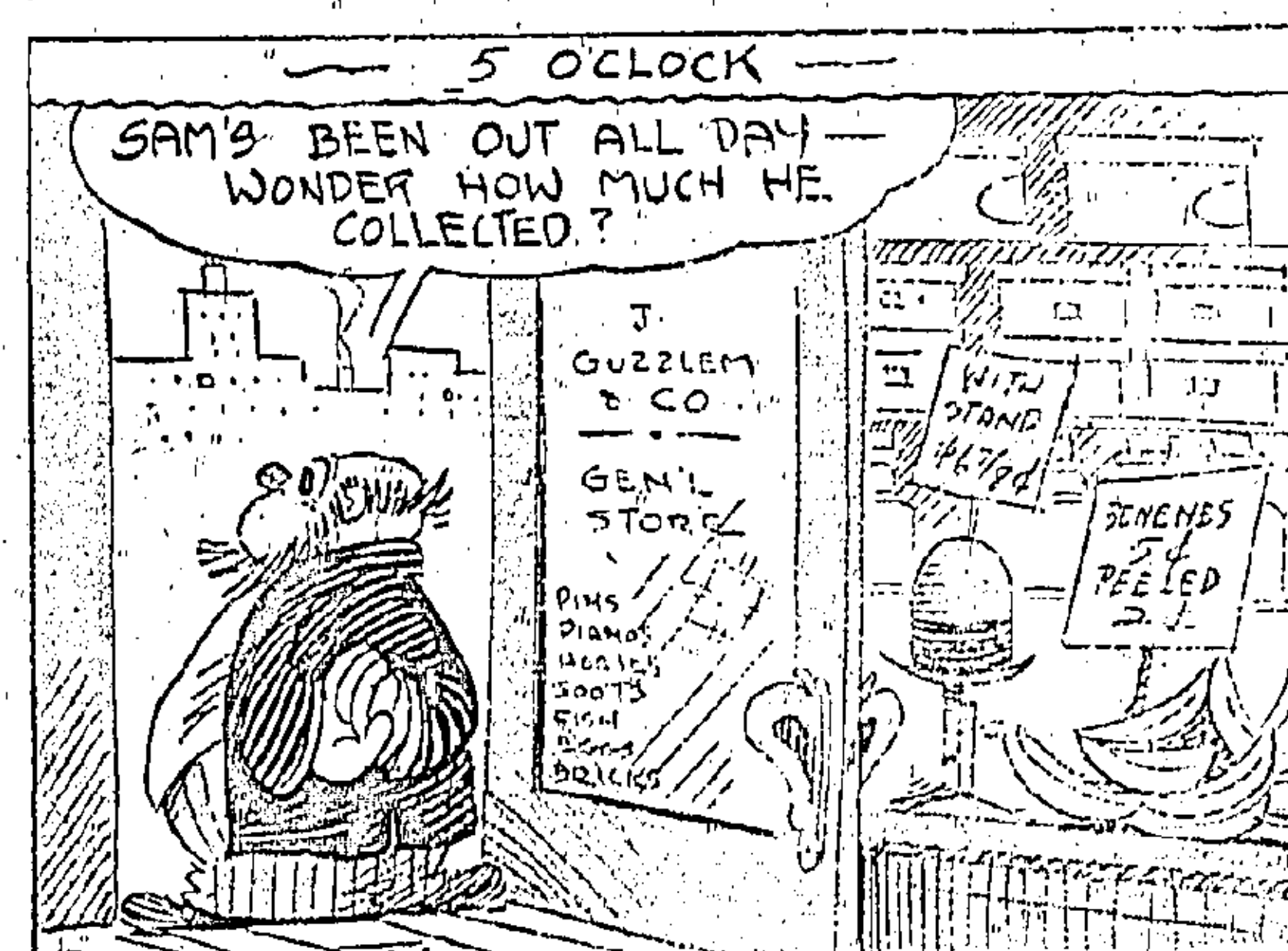
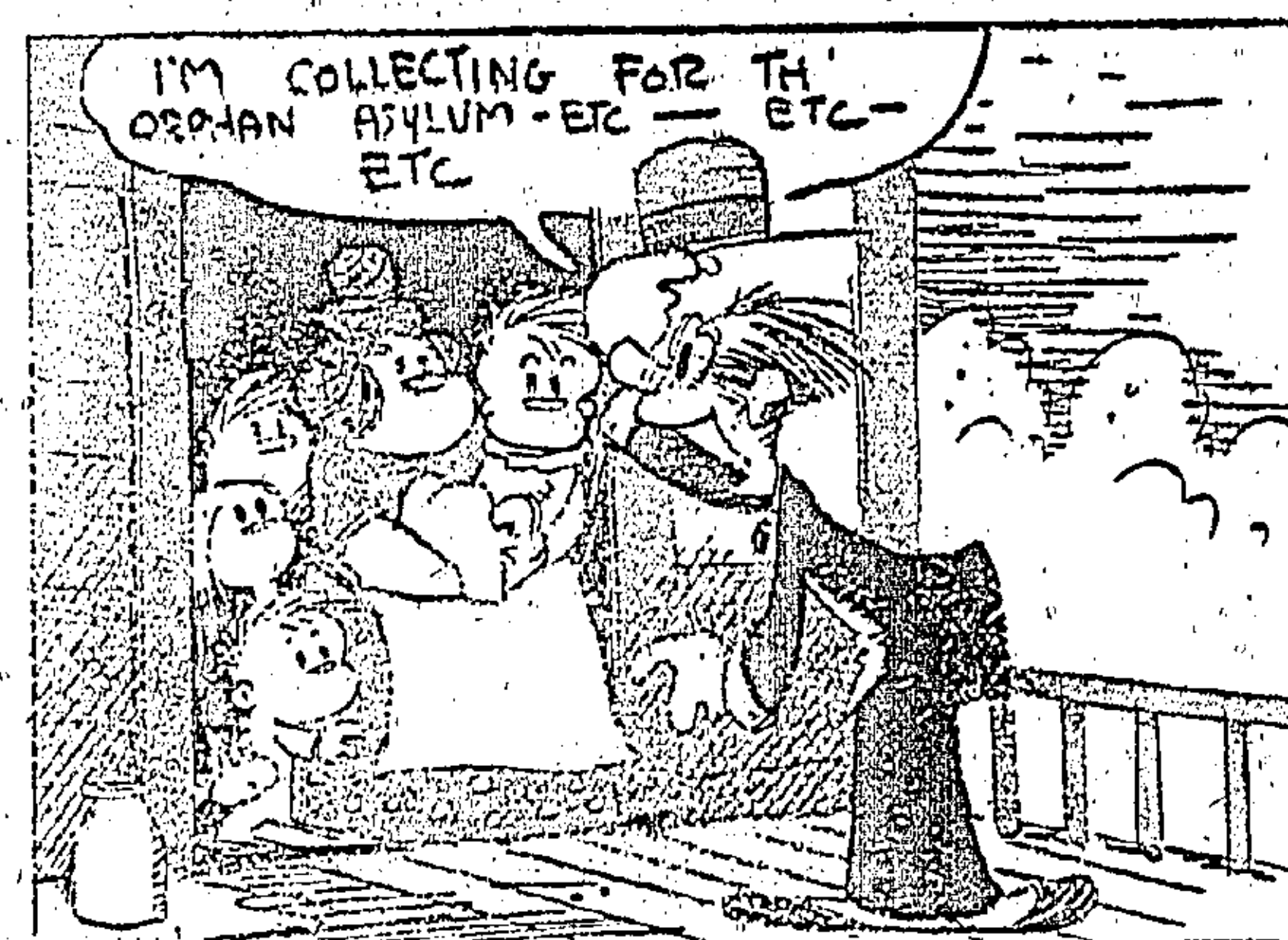
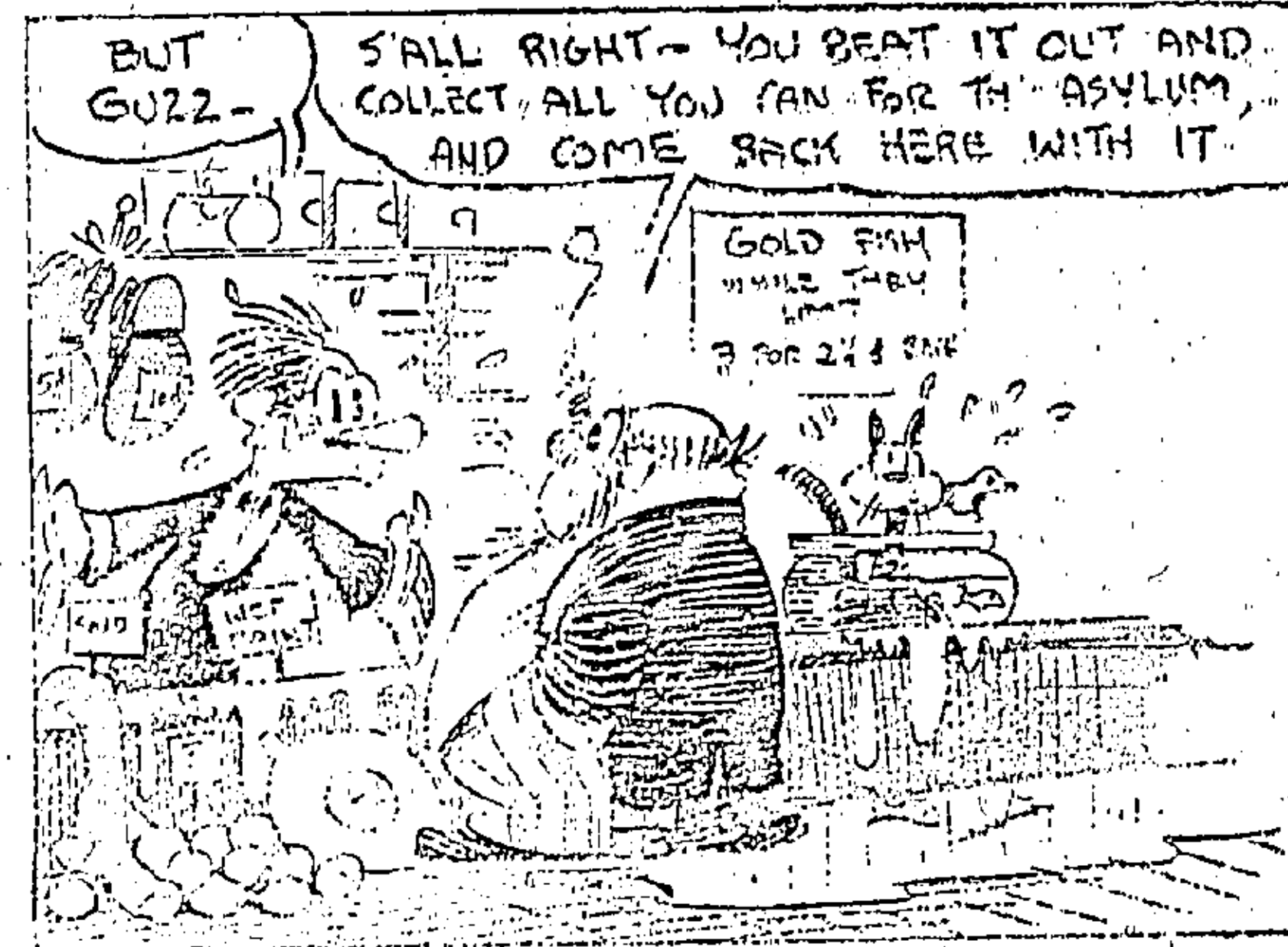
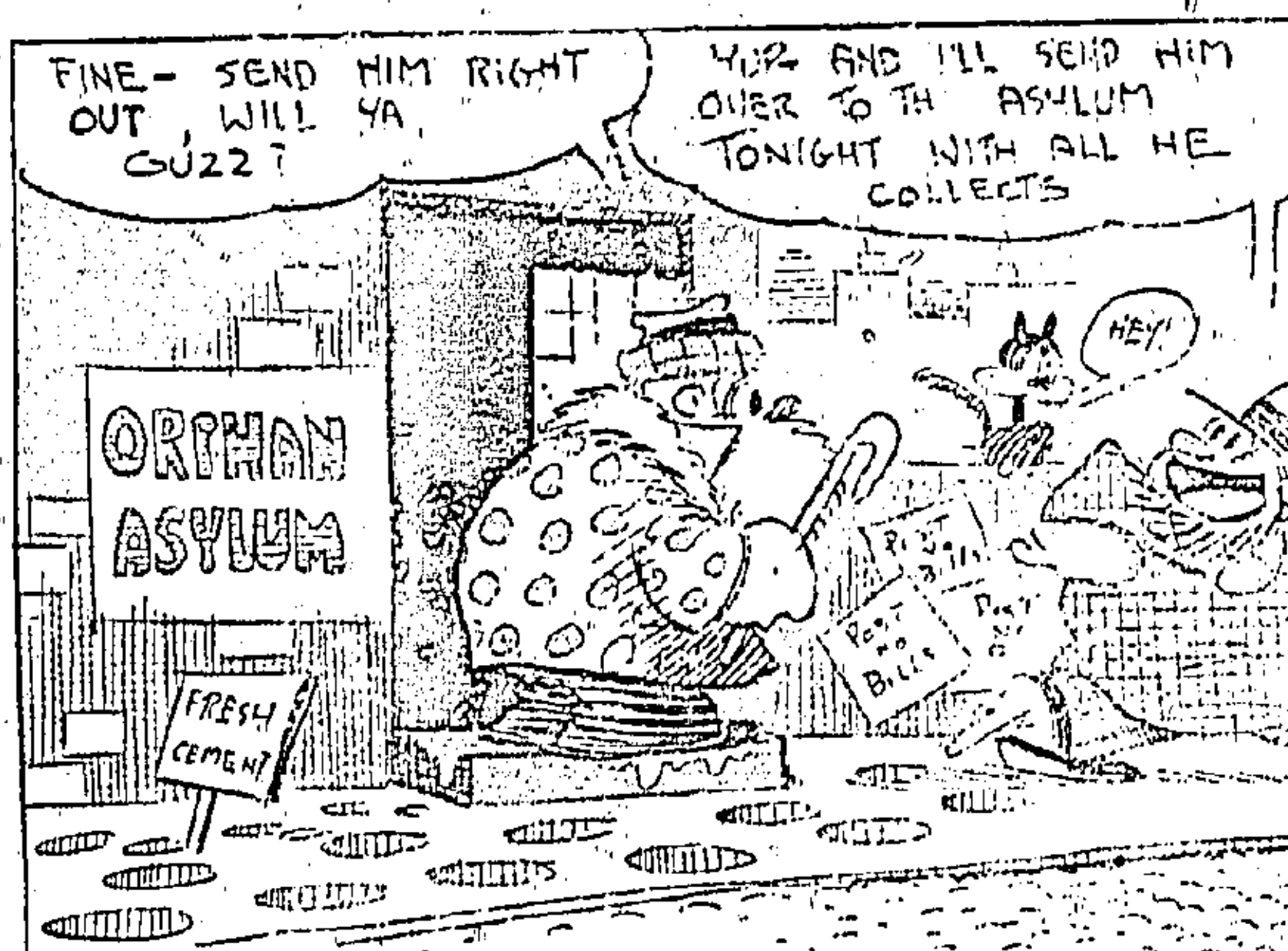
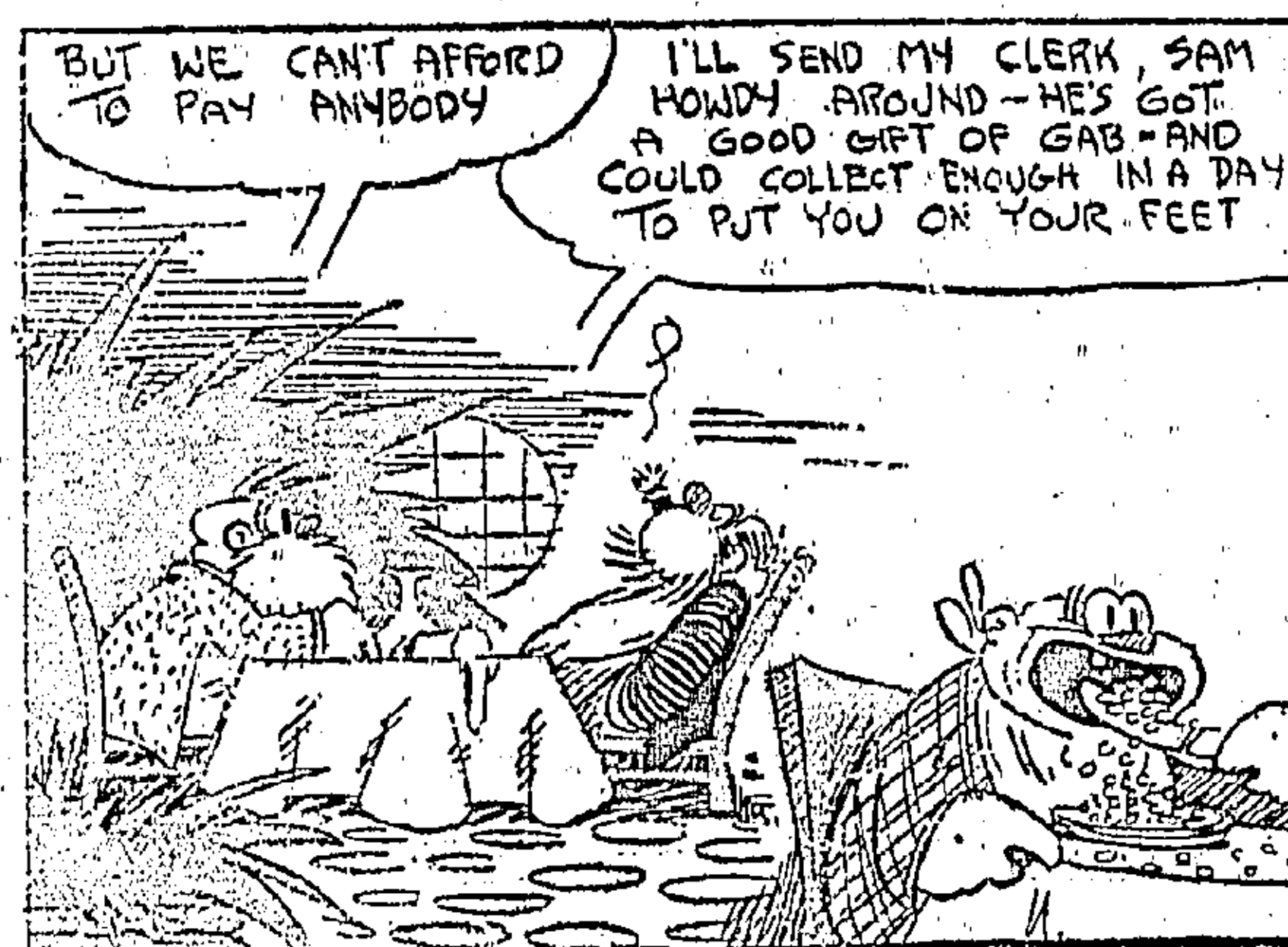
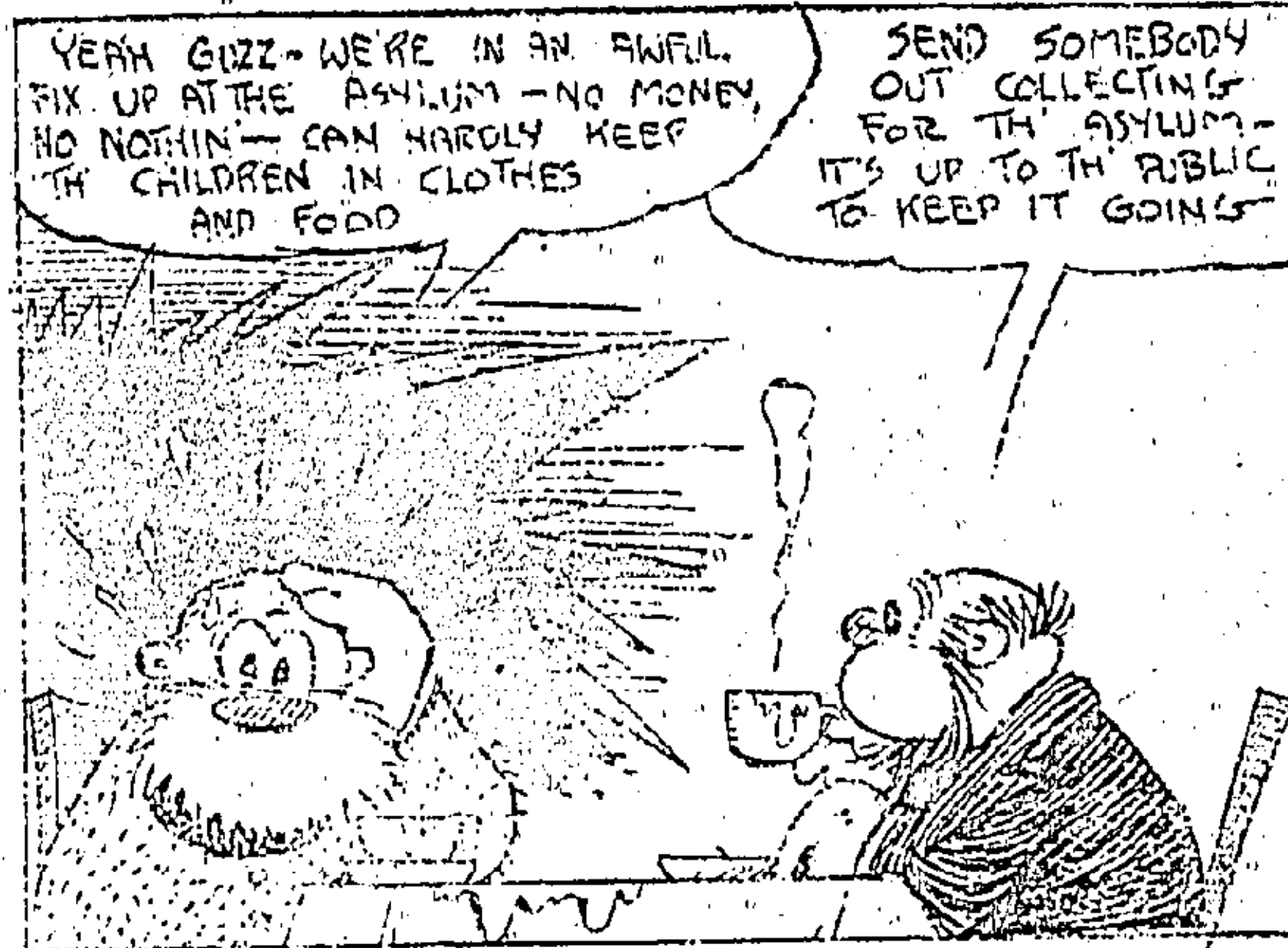
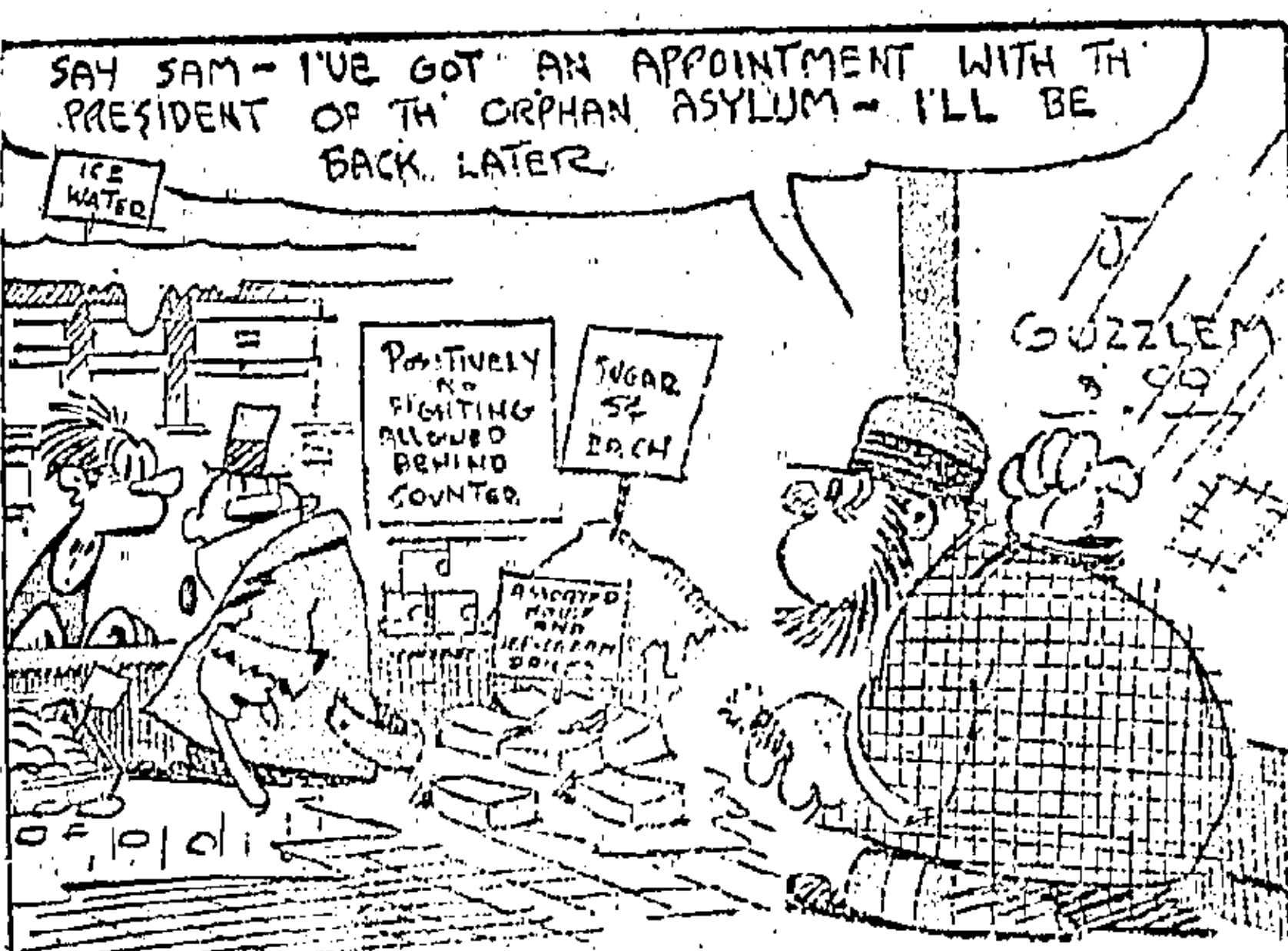
By Jim Lavery



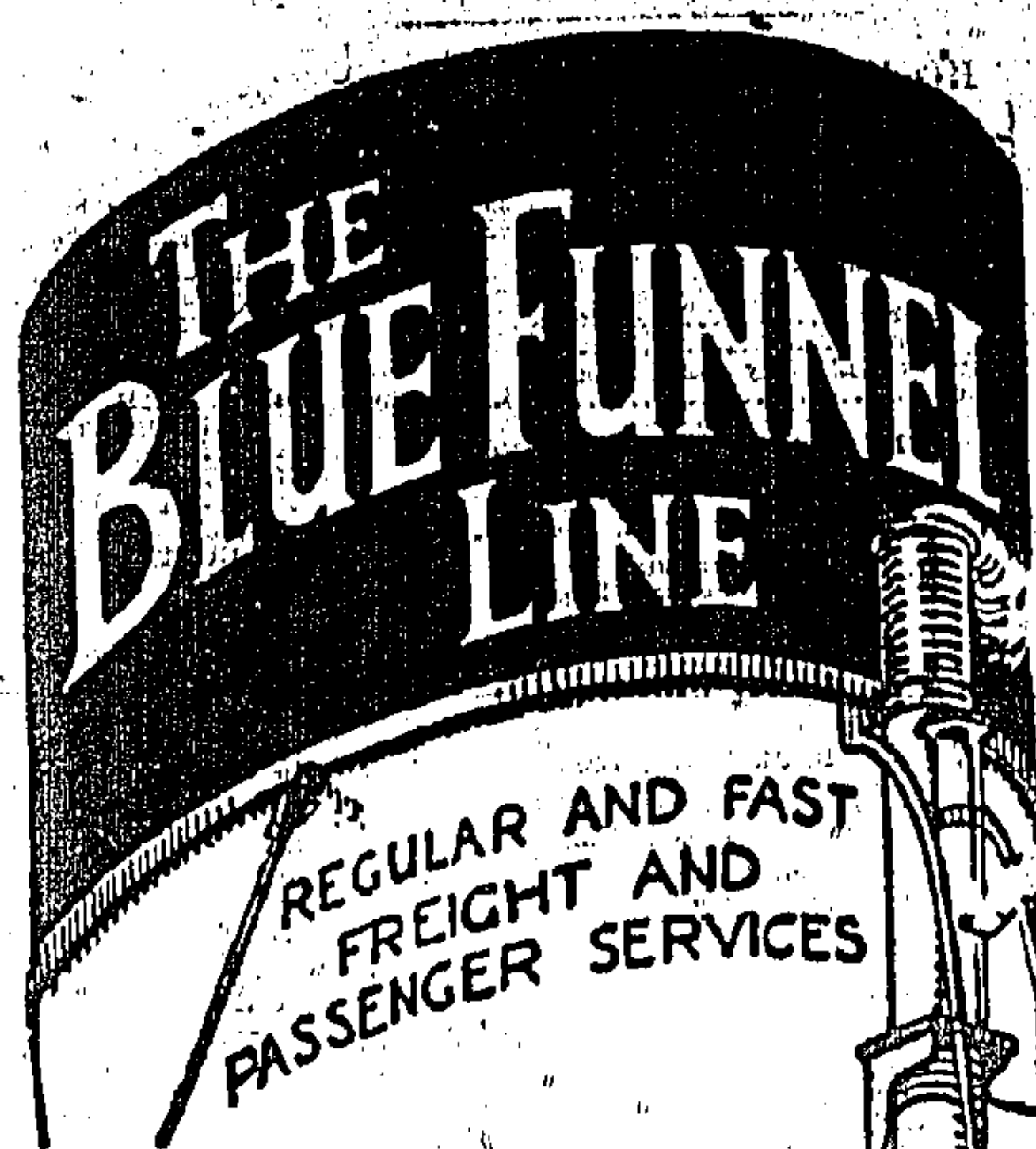
SOME ONE
MUST UPHOLD
THE PRESTIGE
OF THE STRONGER
SEX.

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SALESMAN SAM



WHITEAWAYS FOR STANDARD VALUES



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 "RECTOR" 6th Apr. Mar. L. don, Hull, R. dam & H. burg
 "RECTOR" 19th Apr. Mar. L. don, Hull, R. dam & H. burg
 "RECTOR" 4th May. Mar. L. don, Hull, R. dam & H. burg

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 "NINGHON" 15th Apr. Genoa, Havre & Liverpool
 "REEMUN" 20th May. Genoa, Havre & Liverpool
 "YANGTSE" 20th June. Genoa, Havre & Liverpool

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"ATREUS" 25th Mar. New York, Boston & Baltimore
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PASSENGER SERVICE

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Mar. 23	Seattle	Geo. Washington	Apr. 20	P'mth C'burg Apr. 27
Mar. 29	San Francisco	Homeric	Apr. 30	C'burg S'hampton May 6
Apr. 6	Seattle	Leviathan	Apr. 30	C'burg S'hampton May 7
Apr. 12	San Francisco	Aquiltania	May 11	C'burg S'hampton May 17
Apr. 20	Seattle	Geo. Washington	May 18	P'mth C'burg May 27
Apr. 26	San Francisco	Republic	May 29	P'mth C'burg June 6
May 4	Seattle	Aquiltania	May 31	C'burg S'hampton June 6
May 10	San Francisco	Homeric	June 11	C'burg S'hampton June 17
May 18	Seattle	Mauretania	June 15	P'mth C'burg June 21
May 24	San Francisco	Majestic	June 26	C'burg S'hampton July 1
June 1	Seattle	Britannia	June 26	C'burg S'hampton July 5

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 PRESIDENT CLEVELAND ... Tuesday, Mar. 15th 6.00 p.m.
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 PRESIDENT HAYES ... Tuesday, Mar. 29th 6.00 a.m.
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OSAKA via Moji	Kumsang	Wed. 16th Mar at 7 a.m.
Yokohama & Kobe		
CANTON	Chipshing	Wed. 16th Mar at 7 a.m.
SANDAKAN	Hinsang	Satur. 19th Mar at noon.
STRAITS & Calcutta	Hosang	Satur. 19th Mar at 3 p.m.
TSINGTAU Swatow & S'hai	Mingsang	Sun. 20th Mar at 7 a.m.
SINGAPORE	Yuensang	Mon. 21st Mar at 3 p.m.
TIENSIN	Chipshing	Tues. 22nd Mar at noon.
TSINGTAU Swatow & S'hai	Pausang	Wed. 23rd Mar at 7 a.m.
STRAITS & Calcutta	Fooksang	Thurs. 24th Mar at 3 p.m.
OSAKA via Moji	Kutsang	Sun. 27th Mar at 7 a.m.
TSINGTAU Swatow & S'hai	Hopsang	Sun. 27th Mar at 7 a.m.
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EMPEROR OF CANADA	June 1	June 4	June 7	June 10	June 19
EMPEROR OF RUSSIA	June 22	June 25	June 28	July 1	July 10
EMPEROR OF ASIA	July 11	July 14	July 17	July 20	July 29
EMPEROR OF CANADA	Aug. 1	Aug. 4	Aug. 7	Aug. 10	Aug. 19
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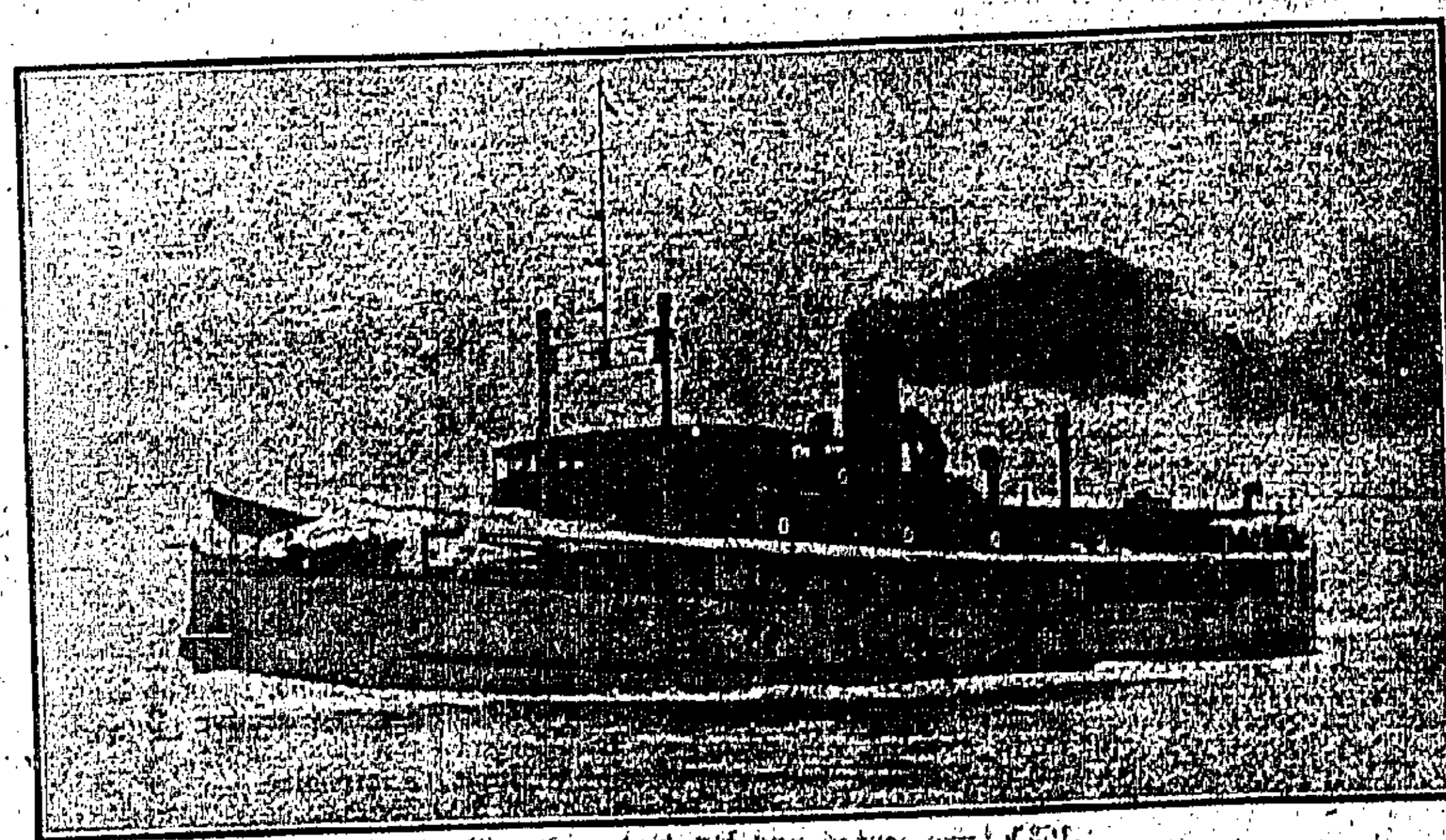
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NYANZA	7,023	16th Mar.	S'pore, P'ang C'bo & B'bay
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	Tons	From Hongkong (about)	Destination
*ST. ALBANS	4,500	1st April	Manila, Sandakan, Thurs.
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*KHYBER	9,114	14th Mar.	Shanghai, Moji & Kobe
DEVANHA	8,155	18th Mar.	Shanghai, Moji & Kobe
JANUS	4,824	20th Mar.	Kobe
TILAWA	10,000	22nd Mar.	Kobe

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Through Bills of Lading issued to all Australian, New Zealand and Tasmanian Ports.

EXCELLENT & MOST UP-TO-DATE FIRST & SECOND CLASS PASSENGER ACCOMMODATION.

HONGKONG TO SYDNEY—19 DAYS.

STEAMER	DUE HONGKONG ON OR ABOUT	SAILS HENCE ON OR ABOUT
TAIPING	In Port	18th March
CHANGTE	8th April	18th April
TAIPING	10th May	17th May
CHANGTE	11th June	18th June

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Agents.

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Motor Vessel	"GLENLUCE"	...	4th May
Motor Vessel	"GLENBEG"	...	1st June
Steamship	"CARNARVONSHIRE"	...	29th June

SHANGHAI, KOBE, YOKOHAMA & VLADIVOSTOK.

Motor Vessel	"GLENLUCE"	...	22nd March
Steamship	"CARMARTHENSHIRE"	...	5th April
Motor Vessel	"GLENBEG"	...	14th April
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S.S. "TEUCER"	...	via Suez Canal	8th Apr.
S.S. "CITY OF DUNKIRK"	...	via Suez Canal	22nd Apr.
S.S. "EUMAEUS"	...	via Suez Canal	8th May
S.S. "CITY OF DERBY"	...	via Suez Canal	22nd May

Steamers proceed via Suez Canal or Panama Canal at owner's option.

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On Sunday 13th March a.s. "SUI AN" will depart from Company's Wing Lok Street Wharf at 9 A.M. and from Macao at 3.30 P.M.

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SAN FRANCISCO via Shanghai, Japan Ports & Honolulu

TAIYO MARU ... Tuesday, 22nd Mar. at noon.

TENYO MARU ... Monday, 4th April, at noon.

*KOREA MARU (Calls Keelung) Sunday, 17th Apr. at 10 a.m.

*Calls Los Angeles

SOUTH AMERICA via Japan, Honolulu, San Francisco, Los Angeles Mexico & Panama

ANYO MARU ... Tuesday, 3rd May, at noon.

BOKUYO MARU ... Wednesday, 8th June.

MARSEILLES, LONDON ANTWERP & ROTTERDAM via Ports.

KITANO MARU ... Saturday, 12th Mar. 11 a.m.

HARUNA MARU ... Saturday, 26th Mar.

KAMO MARU ... Saturday, 9th April.

SYDNEY & MELBOURNE via Manila & Ports.

TANGO MARU ... Wednesday, 23rd Mar. at 11 a.m.

AKI MARU ... Wednesday, 20th April.

NEW YORK and/or BOSTON via PANAMA.

TAKEYOYO MARU ... Friday, 18th Mar.

MAYEBASHI MARU ... Saturday, 26th Mar.

LIVERPOOL via Singapore, Colombo, Port Said & Ports.

TOYOHASHI MARU (Calls Saigon) Saturday, 12th Mar.

BUENOS AIRES via Singapore, Durban & Cape Town.

HAKATA MARU ... Saturday, 26th Mar.

BOMBAY via Singapore & Colombo.

SADO MARU ... Sunday, 13th Mar.

AKITA MARU ... Tuesday, 15th Mar.

CALCUTTA via Singapore, Penang & Rangoon.

NAGANO MARU ... Saturday, 19th Mar.

NAGASAKI, KOBE & YOKOHAMA.

AKI MARU ... Saturday, 19th Mar.

SHANGHAI, KOBE & YOKOHAMA.

PENANG MARU ... Sunday, 13th Mar.

DURBAN MARU ... Wednesday, 16th Mar.

MORIOKA MARU ... Saturday, 19th Mar.

ATSUTA MARU ... Tuesday, 22nd Mar.

For further information apply to—NIPPON YUSEN KAISHA.

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CONSIGNEE NOTICES.

OCEAN STEAM SHIP CO., LTD.

AND

CHINA MUTUAL STEAM

NAVIGATION CO., LTD.

Consignees per Company's Steamer,

"TROILOS."

From UNITED KINGDOM via

SINGAPORE

are hereby notified that the cargo will

be discharged into Holt's Wharf, Kow-

loon, where it will lie at Consignee's

risk and subject to terms and condi-

tions of storage at Holt's Wharf.

The Cargo will be ready for delivery

from Godown on and after 10th

March.

Optional cargo will, not be

landed here, unless notice has

been given prior to steamer's

arrival, but carried on from

port to port to the final port of call

to which the option extends.

All broken, chafed, and damaged

goods are to be left in the Godowns,

where they will be examined on any

Tuesdays and Fridays between the

hours of 10.45 a.m. and noon within

the free storage period.

No claims will be admitted after

the Goods have left the steamer's

Godown, and all Goods remaining un-

delivered after the 16th March will

be subject to rent.

All claims against the Steamer

must be presented to the undersigned

on or before the 30th March or they

will not be recognised.

No Fire Insurance will be effected.

BUTTERFIELD & SWIRE.

Agents.

Hongkong, March 10, 1927.

OCEAN STEAM SHIP CO., LTD.

AND

CHINA MUTUAL STEAM

NAVIGATION CO., LTD.

Consignees per Company's Steamer,

"POLYPHEMUS."

From UNITED KINGDOM and

CONTINENTAL PORTS via

STRAITS.

are hereby notified that the cargo will

be discharged into Holt's Wharf, Kow-

loon, where it will lie at Consignee's

risk and subject to terms and condi-

tions of storage at Holt's Wharf.

The Cargo will be ready for delivery

from Godown on and after 10th

March.

Optional cargo will not be landed

here, unless notice has been given

prior to steamer's arrival; but carried

on from port to port to the final port

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Tuesdays and Fridays between the

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No claims will be admitted after

the Goods have left the steamer's

Godown, and all Goods remaining un-

delivered after the 16th March will be

subject to rent.

All claims against the Steamer

must be presented to the undersigned

on or before the 30th March or they

will not be recognised.

No Fire Insurance will be effected.

BUTTERFIELD & SWIRE.

Agents.

Hongkong, March 10, 1927.

PENINSULAR & ORIENTAL STEAM NAVIGATION CO.

From STRAITS, COLOMBO, AUSTRALIA, BOMBAY, EGYPT, MEDITERRANEAN PORTS and LONDON.

Through Bill of Lading Issued for Batavia, Persian Gulf, Contin-ental, American and South African Ports.

The Steamship,

"NYANZA."

Capt. L. M. Gordon, carrying His Majesty's Mails, will be despatched from this port on or about Wednesday, the 16th March, 1927, at Noon taking Passengers and Cargo, for the above Ports.

Silk, Valuables and Tea for Italy, France and London (under arrangement) will be transhipped at Bombay into the Mail Steamer proceeding direct to Marseilles and London.

Parcels will be received at this office until 5 p.m. the day before sailing. The contents and value of all packages must be declared. For further particulars, apply to

MACKINNON, MACKENZIE & COMPANY, Agents.

Hongkong 9th March, 1927.

THE BEN LINE STEAMERS, LIMITED.

From MIDDLESBRO, ANTWERP, LONDON and STRAITS.

The Steamship,

"BENMACDUI."

Consignees of Cargo are hereby informed that all Goods are being landed at their risk into the hazardous and/or extra hazardous Godowns of The Hongkong and Kowloon Wharf and Godown Co., Ltd., whence and/or from the wharves delivery may be obtained.

No claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 14th instant will be subject to rent.

All claims against the steamer must be presented to the Undersigned on or before the 25th instant or they will not be recognised.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 14th instant at 10 a.m.

No Fire Insurance has been effected.

Bills of Lading will be counter-

signed by,

GIBB, LIVINGSTON & CO., LTD., Agents.

Hongkong March 7, 1927.

YACHTING NOTES.

(By "Chau Kung.")

The event of the Club versus Ladies which was postponed last Sunday on account of the atrocious conditions, is now provisionally arranged for Sunday, 20th March. At the next meeting, I believe the contest is to be for teams of 4 boats, the Ladies having been reduced in numbers, but not in enthusiasm, by departures on home leave. They will probably be strengthened by the return of Mrs. J. L. Adams from leave.

The result of the 1st event for Cruisers which should have taken place on Sunday, 20th Feb. is now down for sailing on Sunday next. I believe the starters are to be asked to sail the race with no time limit. The Sailing Committee anticipating that in sheer cussedness the prizes, when they learn of this condition, will send "washers" of wind. The Championship is still open, with U and J, 23 pts. leading Coquette by 8, and La Cigale by 6 points. Feathers and Norseman are tied for 4th place with 25 points.

The Services members have laid down very sporting conditions for their handsome prizes. All classes are to compete together on sealed handicaps which are to be fixed on the day of the race as is the course. The day of the race of 1000 yds. will receive a prize. The Services members are placing their boats at the disposal of those civilian members, or their wives, who do not themselves own boats. A most keenly contested race for handsome trophies is expected.

A splendid example of what can be accomplished when a spirit of compromise pervades, is shown by the report of the meeting of the International Conference on Yacht measurement held in London recently. The Gulf between the "International" rule which is adopted by all European and some American nations, and the "Universal" rule of North America, has been greatly reduced. It appears probable that when the question of revision of the formula of the "International" rule comes up, as it does in a year or two, we shall then get a rule that will be internationally universal, or if one prefers it the other way universally international.

I hear there is a great probability of Monsoon, the 6 metre designed and built in Singapore by Mr. Blake, being fitted out and raced on the Solent in the coming season. It will be interesting to see how she fares, for she is in "big" and "strong" of the finest example of design in the 6 metre class.

Mr. John Stephen's boat for the 8 metre class will be eagerly looked for. His little 11, designed by himself and built in his own yard, held her position at the top of the 6 metre class over a span of 3 years. This is truly remarkable when it is remembered that he was opposed by many boats from the hands of those great home designers Fife, Nicholson and Milne, and also foreign competitors in Anker the Norwegian and Crane of America.

PASSENGERS.

ARRIVED.

Per s.s. Kashgar from Yokohama and Shanghai, March 11.—Mr. E. W. Sampson, Misses E. and A. Mo and Mr. H. Glover, Mr. H. Kim-mine, Mr. W. Bowden, Mr. W. Moody, Dr. C. A. Hayes, Rev. A. R. Gallimore, Rev. W. D. King, Miss M. Shumate.

Per s.s. Kitano Maru from Japan via ports, March 11.—Mr. K. O. Chen, Mr. C. M. Chung, Mr. Kakui Doi, Miss Shimada, Mr. M. A. Robinson, Mrs. M. Robinson, Mr. and Mrs. G. L. Savage, Mr. Katsuzane Waga, Mr. R. Bonmark, Mr. A. Bachelier, Mrs. H. A. Bachelier, Mr. J. R. Broadley, Mr. A. J. Christiansen, Master D. C. E. Drake, Master D. M. Drake, Mrs. D. Drake, Mr. N. E. Dearden, Mrs. K. Dearden, Master P. Dearden, Mrs. R. M. Enlund, Miss K. Enlund, Miss M. Enlund, Mr. Risaburo Fujita, Mr. Teutomu Fukaya, Major Toyozo Fukuhara, Mr. Kinji Hara, Mr. Otoo Horio, Mr. M. Haruno, Miss E. M. Holbrook, Captain Yoshimasa Kawada, Mr. Seizo Kajima, Mr. Saburo Kanai, Mr

HOTELS.

THE HONGKONG

HONGKONG HOTEL, REPULSE BAY HOTEL, PEAK HOTEL
Telegraphic Address: "KREMLIN, HONGKONG."

AND SHANGHAI

ASTOR HOUSE HOTEL, PALACE HOTEL,
MAJESTIC HOTEL.
Telegraphic Address: "CENTRAL, SHANGHAI."

HOTELS.
LIMITED.

In association with the Grand Hotel
Des Wagons Lits, Peking.

KING EDWARD HOTEL

Meals can be had as follows:—

Breakfast 7.30 a.m.—10 a.m. \$1.00 per Cover
Tiffin ... 1.00 p.m.—2 p.m. \$1.00 " "
Dinner ... 7.30 p.m.—9 p.m. \$1.25 " "
Nothing to equal it at the price in the Colony.

CENTRAL LOCATION

Electric Lifts and Lighting.
Telephones on each floor.
Hotel Launch meets all Steamers.

TELEPHONE: C. 373. TEL. ADD VICTORIA.
J. H. WITCHELL,
Manager.

KOWLOON HOTEL

PREMIER HOTEL IN KOWLOON
Modern Toilet System.

Elevator and Telephones to each floor.
Smoking Room and Saloon Bar. First Class Billiard Table
Recently renovated throughout.

Manager's Personal Attention

Tels. K. 608—609. WM. HAROLD PERRY

Cables KOWLOTEL HONGKONG

Manager

PALACE HOTEL.

Tel. Kowloon No. 3. Tel. Address "PALACE."
Three minutes from Kowloon Wharf, Ferry and Railway Station.
Entirely under English Management. Electric Light and Fans throughout.
Every Room with Private Bath, Lounge, Bar and Billiard-Rooms.
Unrivalled Cuisine under the personal supervision of the proprietress.
Terms moderate. Special terms to families on application to:
Mrs. J. H. OXBERRY, Proprietress.

EUROPE

Cables:—
"EUROPE"
Singapore.

HOTEL

SINGAPORE.

After-dinner
dancing every
Tuesday, Thursday
and Saturday.

Grill

THE EUROPE HOTEL, LTD.

Arthur E. Odell, Managing-Director.

QUEEN'S

Mon. and Tues.
March 21 & 22
a 9.30 p.m.

JASCHA
HEIFETZ

Prices. \$6, \$4 & \$3

Booking at Moutrie's

E. HING & CO.

SHIPBUILDING MATERIALS SHIP CHANDLERS
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PERCY FRANKLIN, at 1 and 3, Wyndham Street, in the City of
Victoria, Hongkong.

DUCHESS INSPECTS GIRL GUIDES.



H.R.H. the Duchess of York is here seen inspecting Girl Guides at King's House, Kingston, Jamaica. Lady Stubbs is seen on extreme right of picture. (Photo-engraving by S. C. M. Post).

HAYLEY MORRIS
AFFAIRS.APPLICATION BY FORMER
WIFE.

Mr. Justice Hill, in the Divorce Court, on February 7, heard an application by Mrs. Daphne Morris, the first wife of Hayley Morris, of Pippingford Park, Sussex. Sir Patrick Hastings, K.C., for Mrs. Morris, said the application was made by her against her former husband, Hayley Morris, and asked for an injunction and the appointment of a receiver in order to protect his property as security for the permanent maintenance to which she was entitled. Hayley Morris, he said, was serving a term of imprisonment. The case was tried about twelve months ago, and was of a somewhat notorious character. Since then Hayley Morris had re-married. The first wife took proceedings against him for divorce, and a *decree nisi* was obtained by her on May 10, 1922, and was made absolute in the following November. Subsequently an application was made to that court for permanent maintenance, and an interim order was made on November 14, 1924, for the payment to her of £300 a year and £75 per annum for each of the three children. That interim order was still standing.

On the application for that order, said Sir Patrick, evidence was filed, and Hayley Morris stated that he had nothing substantial except freehold property, on which he had spent some money, at Pippingford, and about £5,000 in the bank. Hayley Morris had been a bill broker in China, and he had owing to him £101,000 by the French Industrial Bank of China. That bank had suspended payment about June, 1921, and during 1922 and the early part of 1923 there were negotiations between the French and Chinese Governments with regard to the liquidation of the debts to the Chinese Bank. Counsel thought the undisputed fact was that an arrangement was ultimately made in which the Chinese Government agreed that some portion of the Boxer Indemnity should be used for paying the liabilities of the Bank, but from whatever source it came, they handed over to the French Government, as against the debts of private persons—and, he thought, the Government, too—in connection with the Bank 6 per cent. Chinese Bonds.

Sir Patrick Hastings agreed to accept Hayley Morris's undertaking not to deal with half of the bonds, and the judge made an order accordingly, each side to pay their own costs.

FRENCH POLITICS.

BIG VOTE OF CONFIDENCE.

Paris, March 11.
The Chamber of Deputies, in closing a discussion on the stopping of interpellations, voted confidence in the Government by 393 votes to 160—*Majority*.

The Chinese who was charged with the theft of a shirt from a cabin on H.M.S. *Hollyhock* again appeared before Mr. R. E. Lindell this morning, when a witness appeared for him. The witness eventually said he knew nothing about the matter. The defendant was fined \$10, or fourteen days.

CHINESE COMMUNIST'S
ASPIRATION.WANTS TO ENTER HOUSE
OF COMMONS.

BORN IN HONGKONG.

The Communist Party in London intends putting up a Chinese candidate for the Holborn Division, says the *Daily Mail*. He is Mr. Fung Saw of Penny-close, Poplar, E., and he has been adopted by the Holborn Labour Party, which was recently disaffiliated from the National Labour Party because it refused to expel its Communist members.

The Holborn Labour Party is immediately to challenge the member for Holborn, Sir James F. Remnant, who has represented the constituency as a Conservative continuously since 1900, to resign his seat and contest it at a by-election with Mr. Saw on the Government's Chinese policy.

Mr. Saw, who is a pure Chinese but is a British subject by virtue of the fact that he was born in Hongkong, was adopted by the executive of the Holborn Labour Party by 22 votes to 16.

Mr. Saw is 43, and has been an agitator among seamen in China since boyhood. Since coming to England he has been a propagandist at the London docks and in the East End among Oriental sailors, has formed a London Committee of the Kuomintang, the Chinese Nationalist Party, and is the organiser of the Chinese Workers' Union. "Your Government no good," said Mr. Fung to a *Daily Mail* reporter. "It send troops to China and that again do the British Government no good. Me not able tell why do this kind of thing. Me no say I be successful in Holborn at by-election or general election, but very, very hopeful."

CANTON BANKNOTES.

ACCEPTANCE MADE
COMPULSORY.

Since certain foreign firms, especially certain banks and shops, doing business within territory under the control of the Nationalist Government, refuse to accept Central Bank Notes and insist on Hongkong Bank notes, the Kwangtung Provincial Government issued a general order on March 9th making the acceptance of Central Bank Notes compulsory in all business transactions. The notification states: "As instructed by the Political Council (Canton Section) which decided at its 11th Session to prohibit the use of Hongkong Bank notes in business transactions between foreign and Chinese business circles in territory under Kuomintang rule, as proposed by Seng-mei, notice is hereby given to all foreigners and Chinese that in all business transactions between Chinese and Foreigners the use of Chinese Central Bank notes is compulsory."

The special dinner dance at \$1.50 per head, at the Cafe Parisien, is being held to-night and not on Saturday next, as has erroneously been stated.

KALEE HOTEL.

AS ANNEXE TO THE PALACE.

To meet the great demand for rooms and to alleviate the crowded conditions at the hotels, the Hongkong and Shanghai Hotels, Ltd., has secured the old Kalee Hotel on Kiangse Road, says the *Shanghai Times*, and will commission it again as the Palace Hotel Annex under the management of Mr. R. W. MacCabe, former manager of the Astor House Hotel.

The old Kalee Hotel has been the subject of many rumours recently. One had it that the Shanghai Defence Force Headquarters would be established there, that it would be used to house refugees, and that Ammunition was stored there. Mystery has been added to the old structure recently by the presence of a Municipal police constable on duty there through the day and night.

When the hotel was put out of commission recently all the furniture was auctioned off leaving it devoid of fixtures. Its re-establishment as a hostelry will take several days to accomplish in order to install furniture and modern hotel conveniences.

This move on the part of the Hongkong and Shanghai Hotels, Ltd., was necessitated by the influx into Shanghai of large numbers of refugees from upriver ports, the presence of numbers of army officers who required hotel accommodation and because of the removal of a number of residents from the outskirts of the Settlement into hotels of the central district as a safeguard against sudden evacuation.

According to the announcement of the company, it is understood that even the accommodation at the Annex will not meet the reservations already booked.

A TRESPASSER.

CHARGE OF BEING A
VAGABOND.

A Chinese who was found in an unoccupied room at No. 4, Peak Road, was charged before Major C. Willson at the Central Magistracy this morning with being a rogue and vagabond. Mr. Y. F. Shenton was the complainant. The defendant denied the charge.

Evidence was given by the No. 1 boy who said when asked questions the defendant ran away and witness gave chase. In Robinson Road, the defendant jumped down a distance of about four feet on to another road and just afterwards witness caught him. A struggle ensued, but with the help of two schoolboys and an Indian constable, the man was secured and brought back to the house.

The defendant said he was engaged by an old woman to carry something to the house. He went there to make enquiries about the woman, but denied that he entered the house. He said he could not find the woman.

Detective Sgt. M. J. Flattery said the defendant had not said anything about an old woman previously.

His Worship remanded the defendant for enquiries to be made.

Entertainments.

2.30
5.10

QUEEN'S

7.15
9.20



5.15

WORLD

9.15

When he saw her dainty slippers
—his heart went pit-a-pat in
Elinor Glynn's
MAN AND MAID
LLOYD COOTE
DENISE ADAMS
HARRIET HAMMOND
Directed by
VICTOR
SCHODERBERG
Produced by
LOUIS B. MAYER
Surrounded by beautiful girls with every luxury at his command—he thought he knew life—he thought he understood women. And then along came a little girl who ran away with his heart.
What a film! Don't miss it!
Metro Goldwyn Picture

STAR

5.15 to 8.45
and at 9.20

WILLIAM FOX
presents

THANK YOU
JOHN GOLDEN'S
PLAY HIT BY
WINCHELL SMITH AND TOM CUSHING
A HUMAN STORY OF THE TAMING OF A
TOWN OF HYPOCRITES
with
GEORGE O'BRIEN-JACQUELINE LOGAN
J. FARRELL MacDONALD-ALEC FRANCIS-CYRIL CHADWICK
FRANCIS POWERS-FRANKIE BAILEY-MARIAN HARLAN
GEORGE FAWCETT-MARK FENTON
Scenario by FRANCES MARION-JOHN FORD Production